MASON'S

O.K. Sauce,
O.K. Pickles,
Mango Chutney,
Worcestershire Sauce,
Mustard Sauce,
Tomato Catsup.

1074

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

ALEX. ROSS & Co.,
Merchant, Importer,
4, Des Voeux Rd. Centl.
Phone 67.

1783

No. 18,684. 號四十八百六千八萬一第 日九廿月二年午戊 HONGKONG, WEDNESDAY, APRIL 10TH, 1918. 三拜禮 號十月四年七國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT

In Casks 375 lbs. net.
In Bags 250 lbs. net

SHEWAN, TOMES & Co.,
General Managers.

1463

OTARD'S

* * *

BRANDY.

Shipped by

OTARD, DUPUY & CO.,

COGNAC.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

16, QUEEN'S ROAD CENTRAL.

Telephone No. 75

[13

NEW CARTRIDGES.

JUST ARRIVED.

FIRST-CLASS, DAMP PROOF, AMERICAN SPORTING CARTRIDGES:—12, 16, and 20 Bore, loaded with all sizes of Chilled Shot.

These Cartridges, made of the finest damp proof material, steel lined inside with brass casing 1½" deep on the outside, are especially made to withstand the effects of damp climates and are second to none for reliability in the field.

We have also received a consignment of B.S.A. Air Rifles.

INSPECTION INVITED.

WM. SCHMIDT & Co.

[1165

A. LING & CO.,

16, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1319.

[525

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes	
8.00 „	to 10.00 „	„	10 „
10.00 „	to 11.00 „	„	15 „
11.30 „	to 12.45 p.m.	„	15 „
12.45 p.m.	to 1.15 „	„	10 „
1.15 „	to 1.45 „	„	15 „
1.45 „	to 2.15 „	„	10 „
2.15 „	to 5.00 „	„	15 „
5.00 „	to 8.00 „	„	10 „

NIGHT CARS.

8.30 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.

11.00 p.m. to 11.45 p.m. Every Quarter-Hour

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 a.m.	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.30 „	„ 10	„

NIGHTS CARS as on Week Days.

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

[1842

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after WEDNESDAY, 12th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 19 Local. p.m.	No. 21 Local. p.m.
CANTON (Tai Sha Tau) dep.	7.35		9.26		3.20			
SHEK LUNG .. .. dep.	8.42		11.16		4.53			
Shum Chun .. .. dep.	10.25	6.05	4.50	11.18	6.30	6.27	Sats., Suns and Public Holidays Excepted.	Sats., Suns and Public Holidays only.
Sheung Shui .. .. dep.		8.13	4.57	11.52		6.37	6.36	6.07
Fanling .. .. dep.		8.18	5.41	12.56		6.40	6.40	6.11
Taipo Market .. .. dep.		8.25	4.52	12.06		6.49	6.48	6.18
Taipo .. .. dep.		8.32	4.58	12.11		6.53	6.51	6.21
Shatin .. .. dep.		8.44	5.12	12.24		6.04		
Yaumati .. .. dep.		8.56	5.23	12.36		6.16		
Hung Hom .. .. dep.		9.02	5.33	12.42		6.20		
KOWLOON .. .. arr.	11.05	9.05	5.35	12.45	7.00	6.23	7.16	6.48

UP TRAINS.

Stations	No. 4 Local. a.m.	*No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local. p.m.	No. 16 Local. p.m.	*No. 18 Through Express. p.m.	No. 20 Local. p.m.	No. 22 Local. p.m.
Last Ferry H.K.	6.35	7.55	9.15	10.15	1.15	1.35	2.55	5.05	4.25
KOWLOON .. .. dep.	6.50	8.05	9.30	10.23	1.33	1.48	2.50	5.13	4.50
Hung Hom .. .. dep.	6.54	—	9.36	10.28	1.37	1.52	—	5.22	4.54
Yaumati .. .. dep.	7.00	—	9.43	10.40	1.53	1.58	—	5.27	4.59
Shatin .. .. dep.	7.11	—	9.56	10.52	1.46	2.09	—	5.33	5.11
Taipo .. .. dep.	7.23	"	10.09	11.04	2.01	2.21	"	5.52	5.24
Taipo Market .. .. dep.	7.27	"	10.15	11.08	2.05	2.25	"	5.56	5.28
Fanling .. .. dep.	7.37	"	10.25	11.17	2.14	2.34	"	6.04	5.33
Sheung Shui .. .. dep.	7.43	"	10.36	11.20	2.18	2.37	"	6.07	5.33
Shum Chun .. .. arr.	7.45	—	—	11.25	2.23	2.41	—	6.12	5.43
dep.	—	8.50	11.00	—	—	—	3.15	—	—
SHEK LUNG .. .. dep.	—	10.32	9.25	—	—	—	6.23	—	—
CANTON .. (Tai Sha Tau) .. .. arr.	—	11.4	4.50	—	—	—	6.43	—	—

Sats., Suns and Public Holidays only. Weds. and Sats. Excepted. Sats., Suns and Public Holidays only.

* Will stop at Taipo and Sheung Shui to allow First-Class Passengers to alight, on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

		a.m.	a.m.	p.m.			a.m.	p.m.	p.m.
Fanling	dep.	8.20	11.35	2.50	Shataukok	dep.	10.00	1.20	5.00
Shataukok	arr.	9.15	12.20	3.50	Fanling	arr.	11.00	2.20	6.00

[782

MITSUBISHI ZOSEN KAISHA, LTD.

1A., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese, Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet.	350 feet.	714 feet.
Width of Entrance on bottom	77 „	53 „	88 „
Water on Blocks at Spring Tide	26 „	24 „	44 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.

KOBE WORKS.

TELEGRAPHIC ADDRESS:—"DOCK," KOBE.

FLOATING DOCKS.

Lifting Power	No. 1. 7,000 tons.	No. 2.	12,000 tons.
Max. Length of Ship taken in	„ 460 feet.	„	580 feet.
Max. Breadth of Ship taken in	„ 56 „	„	6 „
Max. Draft of Ship taken in	„ 22 „	„	28 „

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks	368 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[717

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD. QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1836. Incorporated in Great Britain.

Total Assets exceed £14,000,000.

FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY, GUARANTEE AND LOSS OF PROFITS INSURANCE.

HONGKONG BRANCH,
4 Des Voeux Road, Central
Tel. No. 200.

JOHN DE R. LANCASTER,
Acting Local Manager.

1845

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

THE PUBLIC IS HEREBY NOTIFIED that the following revised passage FARES between HONGKONG and CANTON will come into force on 25th March, 1918:—

	DAYBOATS	NIGHTBOATS
Saloon, Single	$ 5.00	$ 7.00
Return	8.00	12.00
2nd Class, Single	2.00	1.60
Deck	1.00	.90

In addition to the above, for the convenience of the travelling Public, a Special 1st Class Return Ticket at Hongkong Currency $11.00 and Chinese Currency $11.60 available one way by Railway and the other by the Company's vessels, will also be issued.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 10TH APRIL, 1918.	
8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"
THURSDAY, 11TH APRIL, 1918.	
8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	10 p.m. "KINSHAN"
FRIDAY, 12TH APRIL, 1918.	
8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	4.00 p.m. "FATSHAN"

HONGKONG-MACAO LINE.

Sailings:—s.s. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)
s.s. "SUI TAI" to Macao daily at 2 p.m. (Sundays 1 p.m.)
s.s. "SUI TAI" from Macao daily at 7.30 a.m.
s.s. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

[1451

KELLY & WALSH, LTD.

LIST OF NEW BOOKS.

My Four Years in Germany	by James W. Gerard	$	5.00
More Secrets of Potsdam, chronicled	by William Le Queux		.80
WHITAKER'S ALMANACK			2.75
LLOYD'S CALENDAR, 1918			.80
Germany the Next Republic!	by Carl W. Ackerman		3.00
The Merchant Seaman in War,	by L. Cope Cornford		4.50
An Airman's Outings,	by "Contact"		4.00
Five and Twenty Turkeys and Other Good Cheer,	by J. J. Bell		2.00
The Voice of Belgium, being the War Utterances of Cardinal Mercier			2.00
How to Settle the Irish Question,	by Bernard Shaw		.40
Ian Hamilton's Despatches from the Dardanelles			2.75
Fleet Annual and Naval Year Book 1917			3.00
The "Dog" and Some Stories,	by Esculapius		2.75
The New HAZELL Annual and Almanack, 1918			4.00
Physiology and Psychology of Sex,	by S. Herbert		2.75
A Liberty for Five Pounds,	by W. Robertson Nicoll		1.00
Two Years of War Seen at Constantinople,	by Dr. Struermer		4.50
Wilhelm the Ruthless: Verbal and Pictorial Satire			2.75
A Diplomatic Diary,	by Hugh Gibson		6.00
The Story of the Salonica Army,	by G. Ward Price		2.75
Early English Portrait Miniatures in the Collections of the Duke of Buccleuch			5.00
Jan, Son of Finn,	by A. J. Dawson		4.50
The Long Trick,	by "Bartimeus"		2.75
The Marne—and After,	by Major A. Corbett-Smith		2.75
The Eternal Fires,	by Victoria Cross		1.00
"Missing,"	by Mrs. Humphrey Ward		2.75
Hearts of Controversy,	by Alice Meynell		4.0
The Old Country: A Book of the Love and Praise of England			2.75
War Aims,	by Norman Angell		2.00
Pebbles on the Shore,	by "Alpha of the Plough," Illustrated edition		3.50
The Old Front Line,	by John Masefield		2.00

[153

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA," 14,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	... ...	Apr. 24th.
S.S. "ECUADOR"	... ...	May 22nd.
S.S. "COLOMBIA"	... ...	June 19th.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting, ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information, rates, literature, schedules, etc., apply to Telephone 141. COMPANY'S OFFICE in Alexander Buildings, Chater Road

6

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

DES VOEUX ROAD, HONGKONG

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
Manager.

[14

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone No 373.
Tel. Address: "VICTORIA."

J. W. HELL
Manager.

[22

THE PEAK HOTEL.

1,500 Feet above sea level.

15 Minutes from landing stage.

Under the management of MRS. BLAIR.

[1425

THE VICTORIA HOTEL, CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. B. EYLES.

[1844

MITSUBISHI GOSHI KWAISHA (MITSUBISHI Co.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASHIMA, OCHI, MUTAHE, KISHIDARE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA, SHINNEW, KAMIYAMADA, HIBAI AND OYUBARI COLLIERIES.

AGENTS FOR SAKITO COAL.

HEAD OFFICE:—
MARUNOUCHI, TOKYO

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, VLADIVOSTOCK, HANKOW, PEKING, DAIREN, TAIPEH, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG, CANTON AND SINGAPORE.

Cable Address:—"IWASAKI."
Codes:—A1, A.B.C. 5th Ed., Western Union and Bentley's.

Agencies:
CHINKIANG—Messrs. GRAHAM & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO & Co. Ltd.
GLASGOW—Messrs. A. R. BROWN, MACFARLANE & Co., LTD.

For Particulars apply to—
S. KAWATE, Manager.
No. 2, Pedder Street, Hongkong.

[923

FRENCH LESSONS

G. MOUSSION,

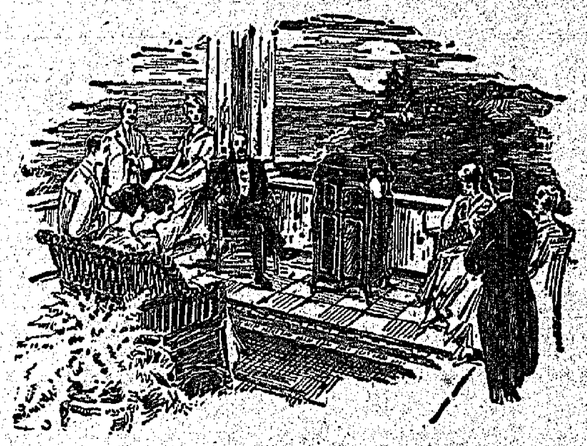
18, MOUNTAIN HILL ROAD.

383

INTIMATIONS

Our TERMS make it easy to get a

VICTROLA



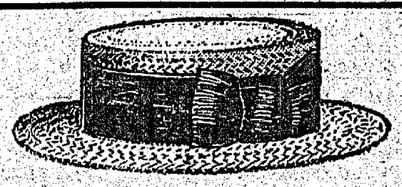
Prices $33 to $330.

20% Discount for cash with order.

MOUTRIE'S

EXCLUSIVE AGENTS. [26-3

HENRY HEATH HATS



Are distinctive in style and quality.

A "Heath" Straw Hat affords its wearer a pleasing sense of confidence in his appearance.

NEWEST SHAPES NOW SHOWING AT

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

16, DES VŒUX ROAD. Telephone 29.

[169

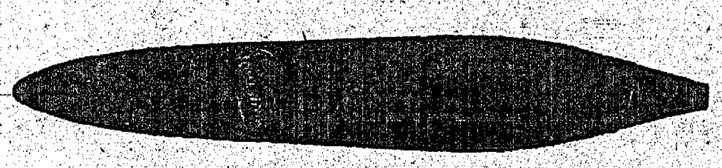
LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1883.

MINISTROS CIGARS.

in boxes of 25.



The great care exercised in the choice of each single leaf makes these Cigars beyond all doubt the most perfect ever produced.

$4 per box duty paid.

LANE, CRAWFORD & CO.,

AGENTS IN HONGKONG AND SOUTH CHINA [1261

GRAND HOTEL, GRAND ANNEX, GRAND STRAND.

SEASON 1918

TSINGTAU

"IDEAL SEA-BATHING"

Commencing MAY 15th.

T. NAGAO, General Manager.

[1683

PRODUCTION OF WEALTH.

Lord Leverhulme gave an address before the members of the Royal Society of Arts, recently, entitled "'Zero' in the Conscription of Wealth," which Mr. Robert Tootill, M.P., afterwards said was worthy of being printed in pamphlet form and circulated broadcast among the workers of Great Britain.

In the course of his address Lord Leverhulme said many people were worrying themselves and the nation as to the undoubted load and enormous burden of National War indebtedness we should have to carry when the war was over, and were worrying still more as to our ability as a nation to repay these debts. In their alarm, and suffering from an attack of nerves and cold feet, some openly advocated unblushing repudiation of our war debts, and called the same by some such specious name as conscription of wealth. And in their haste to propound this "cure all" for our ills they could not even wait until we had won a decisive victory on the battlefield, and obtained the unconditional surrender of our enemies, but must needs weaken the national credit by advocating this impossible policy even whilst the necessity for further borrowing still continued. If we once shook confidence in either our ability or our willingness to repay our indebtedness, then our power to borrow was either seriously damaged or might be hopelessly destroyed. And with this destruction of credit and confidence would come equally the ruin of our industries, and unemployment and hunger would be our chronic condition. If British citizens could not realise these truths then we were in greater peril than if the Prussians had landed on our shores and were marching through an undefended country on defenceless cities and towns. The British Empire might recover in time from defeat in war, but it never could recover from its own default to repay its war loan indebtedness. The repudiation of debt, or the so-called conscription of wealth, would be an assassin blow at the very heart of the British Empire. The connsecation of wealth would carry the country ice-bound below zero.

There was one way available to enable us to repay our war loans, re-establish our mercantile marine, our trade, commerce, and manufactures after the war, and that was to stimulate the production of wealth, and to tax the annual income to the limits of utmost yield, but always so that the producers of wealth were encouraged, stimulated, and left with the necessary means for the production of more wealth. He ventured to assert that no employer-capitalist with a true feeling of brotherhood could be quite happy in the fullest sense in the enjoyment of wealth without feeling a sense of dissatisfaction with present industrial conditions, and a strong desire to improve them, so that the *employé* workman might be raised to a much higher level in social well-being.

HOW MONEY WAS SPENT BEFORE THE WAR.

The economic condition of the United Kingdom immediately prior to the war was dealt with by Mr. Edgar Crammond, Secretary of the Liverpool Stock Exchange, in a lecture at the Royal Society of Arts recently. Before the war, he said, food, clothes, and the cost of distribution absorbed 67.8 per cent. of the national income; national services only called for 8½ per cent., and 15.4 per cent. was saved, the last item being divided between new investments at home and abroad. The amount of income spent on dress in 1907 was 11½ per cent., on food, drink, and tobacco 44½ per cent., and on newspapers, literature, and amusements 8.6 per cent. There seemed to be an impression that the cost of food had doubled, because the cost of living had doubled. If the whole national income were spent on food and clothes, this would be so, but in 1907 food and clothes together only took about 54 per cent. of the total expenditure.

Alluding to the development of our foreign trade, the lecturer said that while the imports increased by 39 per cent in the ten years from 1904 to 1913, the exports in the same period showed a total increase of 71 per cent. The investment of capital abroad had exercised a great influence on the expansion and direction of British trade. The Board of Trade returns for the last thirty years established the absolute dependence of our export of commodities on the amount of capital we lent to our foreign and Colonial customers. Great Britain had adopted a bold policy, and devoted herself to every conceivable form of enterprise calculated to increase the world's supplies of food and raw materials. She had no reason to regret having invested her savings in the development of countries which were practically remote from Europe.

HOSPITAL TRAIN FOR THE AMERICAN ARMY.

The first ambulance train built in Great Britain for the American Army has been handed over to the American Expeditionary Forces by the builders, the Midland Railway Company.

The train, built in the record time of nine weeks, cost £40,000. It is made up of 16 cars and is designed to carry 193 soldier patients. Painted in glossy white enamel, with mahogany polished window frames and fittings, the nine bright ward cars each contain 36 folding cots in three tiers, the cots in the middle tier being arranged so that they can be folded down to form backs for sitting cases in the lower tier. There are also infectious ward car, dispensary, treatment, operating and emergency rooms, bathrooms, kitchens, officers' cars, and staff and *personnel* cars.

The gauze shutter windows so successful in the Mediterranean trains are repeated in this train, which is further fitted with many new improvements, including water tanks built into the roof, which carry 2,335 gallons, the heating apparatus in the floor, and a self-contained hot-water circulator for use when the line is not attached.

PLIGHT OF GERMAN MASSES

"ENOUGH OF WAR."

"The people have had enough of war, here and in all other countries. Their health is rapidly deteriorating, the rags are falling from the children's bodies, the bread and potato rations are insufficient to appease hunger, vegetables are unobtainable, meat is very scarce, and fat long since unknown; one can make oneself neither warm nor satisfied by thoughts of conquest when one is obliged to eat uncooked food in a chilly room. Contempt of this increasing distress is shown in the war prolongation speeches of the Fatherland party, and this cannot fail to enhance the embitterment of the people."

Such is the frank avowal of one of the leading German Socialist newspapers of the terrible plight to which Germany has been reduced by three and a half years of war. It is one of many testimonies to the unexampled miseries which the Kaiser's ambition has inflicted on his subjects. The recent strikes were a portent the significance of which it is well not to over-estimate, but, making every allowance for exaggeration in German and neutral reports, there can be no doubt that conditions in Germany are worse than they have ever been before. As to this interesting evidence is furnished by a correspondent who has access to the best available information.

A neutral diplomatist, who recently passed through Berlin, describes the food situation as very bad. There is a general air of gloom and depression over the city; the nation has lost confidence in its public men and the old blind faith in the leaders of the army is a thing of the past. A trustworthy observer, who left Germany in the middle of December, asserts that for the great mass of Berlin's population there was hardly any light, warmth, clothing, or boots, and an appalling lack of food, while the linen worn by both sexes was abominably dirty, as there was no soap with which to wash it. The well-to-do classes got along fairly comfortably as the necessaries of life could still be purchased by anyone prepared to pay fabulous prices for them.

There was an intensely bitter feeling among the people against the Government and there would undoubtedly have been a revolt but for the fact, as the people were always saying, that women cannot make a revolution. The work of the city was carried on by decrepit old men and by women reduced to nearly the same condition. Another neutral, who recently travelled in Western Germany and the Rhine districts, describes conditions at Frankfurt and Cologne as materially worse than they were a few months ago. In the former town he and other travellers were unable to get potatoes.

CONDITIONS IN BERLIN.

A lady who has visited relatives in Berlin more than once in the course of the war, and whose reliability is vouched for, gives a striking account of the conditions prevailing in the capital on the occasion of her last visit in November and December. "It is rather difficult," she writes, "to put down in a clear way how everything has changed, but, in a nutshell the Germans are beaten, and must have peace almost at once. Three distinct classes exist in Germany now. The war party, who do not want to give in, and therefore try to make the people believe that Russia is going to give them food, and that they can bring victory about by an offensive in the West, which will give them Calais; the middles-class, who are making money, and want commercial advantages more than any other terms of peace; and, lastly, the masses, who loathe Hindenburg, who they think is prolonging the war, and want peace, no matter how (a very large percentage of the soldiers belong to this party).

"The lower-middle and lower classes are past caring what happens so long as they have peace at once. They are suffering horribly, and the only word to describe conditions in Berlin is famine. Nobody can live on the rations. The rich people do not care longer what they spend on food, and those who have smaller fortunes live on their capital, careless of results, so as to keep going to the end. They eat geese at 30s. to £10, ducks at 30s. to 50s., and butter at 13s. to 24s. per lb., but it is very hard to get these things, and they are often stolen *en route*. I was myself offered a ham at £11 10s. A family I know spent £100 in food necessities in a month. Ordinary people, officials, etc., eat boiled potatoes and carrots for dinner. Heating is reduced to a minimum, and Berlin is dark, cold, and unspeakably wretched. The people are past caring, and don't buy the papers any more. They hate the Government. For the last loan the whole place was plastered with pictures of Hindenburg; within a few hours they had all been torn down.

"Every available man, gun, and shell are being sent West, even some from Italy. I went to a cinema crowded with soldiers, who went into roars of laughter at the sight of the Crown Prince. You can't buy cabbage in Berlin for love or money, and apples are 2s. 9d. each. If you want to buy a dress, a coat, or linen of any kind, you have to give up the old articles to the police, and get in exchange a ticket allowing you to buy new ones. A coat and skirt cost £40. A woman I know paid £14 for four yards of silk. Sewing cotton has practically disappeared, each reel costs 5s."

THEFT AND BRIBERY RAMPANT.

In December the fat ration was reduced from 90 to 70 grammes (2½oz.) a week. As to bread, it is hoped that the stretching of the flour with potatoes will enable the country to come through the winter. The oat crop is now described as the worst on record, and the shortage of fodder is so acute that even the army horses are suffering. While the potato crop did not come up to expectations, the demand, owing to the want of other foodstuffs, is abnormal, and fears are expressed that unless an embargo is at once laid on stocks there will be no potatoes for the towns in the spring.

(Continued at foot of next Column.)

A LEAGUE OF NATIONS.

LORD R. CECIL'S SCHEME.

In the House of Commons recently, Mr. Anderson (Lab.) said that had the intelligence of the rulers been equal to the courage of the common soldiers the war would have been over long before now.

Mr. J. Thomas (Lab.) warned the Government that the atmosphere was different both in the House and in the country now from it was twelve months ago. He could not conceive any greater danger to the country and the Government than being compelled to negotiate peace by pressure at home. But there was great unrest at present, and nothing had given rise more to that than conscription. There was talk among the workers of revolution, and there were large numbers who were openly talking about the Bolshevik policy—and God save us from that policy." The Government should awaken to this spirit before it was too late. The Labour party was determined that an international conference should be held.

Lord R. Cecil did not propose to follow the previous speaker in his survey of the attitude of the Bolsheviks, but so far it could not be said that the policy of cringing to the Germans had been marked with conspicuous success. (Cheers and laughter.) The main contention which had been emphasised in the debate on the amendment was that military means were not the only means that should be employed to finish the war. The Government, of course, accepted that doctrine. After all, though they were a Government they were not absolute lunatics, and recognised their duty to use every means to put an end to the war. They had been told that this Government would not favour the abolition of secret diplomacy, and that Count Hertling was in agreement with President Wilson on this point. As a matter of fact, Count Hertling's acceptance of the principle was put in the most ambiguous terms, and it required the colossal sense of humour of the German statesmen to appraise it at its true value. (Laughter.) There was no power in Europe that had carried on secret diplomacy, and secret diplomacy of the very worst kind, more than Germany. They had made a treaty with one nation, and gone behind its back to make another treaty with another Power. The noble lord went on to analyse and compare the German and American interpretations of the clause concerning the freedom of the seas, and those concerning the reinstatement of Belgium, and added that it must be obvious to the hon. gentleman and other advocates of Germany in this country —— (Cries of "Oh!" cheers, and counter-cheers, in which the closing part of the sentence was lost.)

Everything short of the incorporation of Belgium in the German Empire would be open to Germany. As to the League of Nations, there was a formal acceptance of such a League, but on reading the speech they saw how far short it came not only of President Wilson's demand, but of the British Prime Minister's acceptance in his speech the other day. Sir W. Dickinson had appealed to the Government to define and make more precise their ideas as to a League of Nations. He (Lord R. Cecil) had given great personal attention to that, and had even gone so far as to prepare a scheme of his own. The Government were giving the closest possible attention to the matter. They recognised that they must have clear ideas on this subject before the Peace Conference met. Regarding secret treaties, the Government adhered, and he hoped every British Government would adhere, to its international obligations.

The lack of vegetables is severely felt; the milk supply has not improved, and the meat ration of half a pound a week is often reduced, despite extensive slaughtering. The weight and quality of the animals are reported to be far below the average, and the outlook for meat is very precarious.

There is no sign of any improvement in the fuel situation. In Berlin the small middle-class and the workmen's families have been practically without coal, and *Vorwärts* has warned the Government to beware of the fury and desperation of the people resulting from such conditions. Electric light and gas services have been curtailed; the allowance of lamp oil has been cut down to the lowest limit, and candles are almost unobtainable.

An abnormal mortality among the civil population is accompanied by a steady fall in the birth rate, especially in the large twns. In Dresden in 1916 there were 6,440 deaths and 5,817 births; in the first two months of 1917 the adverse balance became more marked, the figures for January being: Births, 474; deaths, 7.1; and in February births, 449; deaths, 883. Speaking recently in the Prussian Upper Huse, Herr Dernburg described the decline of births as terrible, and the mortality among children under twelve months as still worse.

One of the most significant features of life in Germany to-day is the general decline of commercial and national morality. No heed is paid any longer either to the calls of patriotism or to the orders of the Government. Profiteering, theft, bribery, and corruption are rife in all classes, and everybody is striving to grow rich out of the war at the expense of his poorer neighbours. Herr Polthoff, writing in *Die Hilfe*, has gone so far as to say that "there is nobody living in Germany who, strictly speaking, has not earned imprisonment."

But while the state of Germany is admittedly very bad, our correspondent is sceptical as to the probability of an early collapse, especially in view of recent military successes and the prospect of supplies from Russia. In spite of all their sufferings and all their complainings, he believes that the nation as a whole will make the further sacrifice demanded of them, and that even if they are not willing, they will be made to do so.—*Daily Telegraph.*

CANTON NEWS.

[BY COURTESY OF THE "CHUNG KUO SIN PO."]

CANTON, April 8th.

PARLIAMENTAL CEREMONY.

The so-called formal Parliament was re-opened in Canton to-day. The opening ceremony took place in the Provincial Assembly this morning, and was very largely attended by M.Ps. and other delegates from various offices.

LIMKONG CITY TO SURRENDER.

The position of the Limkong City has become precarious and the difficulties of obtaining supplies are very great. It is said that the city is surrounded, and that Lung's troops will surrender to the Canton troops.

LIMKONG CITY TO SURRENDER.

We were recently informed that General Luk Wang Ting had decided to send Kwangsi troops from five directions to attack Lung's troops, and that Luk himself would control all military affairs. We have now received a message from Wuchow stating that General Luk's military measures have been carried out, and that all troops have been sent to various fronts. It is said that General Luk will have his headquarters removed to Wuchow very soon.

THE CIVIL GOVERNOR.

The Civil Governor, Li Yew Hon, who went recently to Shiuhing, returned to Canton this morning. We learn from a reliable source that the Civil Governor, during his trip in Shiuhing, prepared defensive measures to prevent the Kwangsi troops from coming into Kwangtung province.

GENERAL LUNG AND PEACE.

We learn that General Lung Chi Kwong has requested the Peking Government not to negotiate peace with General Luk and others, as they are in a precarious position. Lung added that his troops had gained numerous victories during the last two weeks.

HUNAN AFFAIRS.

It is reported that Northern leaders, after occupying Changsha, despatched large bodies of Northern troops to attack Hangshan and other important cities on the south borders of Hunan. Commander Tam Ho Ming, according to report, has requested assistance from various Southern leaders.

CANTON, April 9th.

GENERAL LUNG'S MOVEMENTS.

A message from Ko Chow states that General Lung Chai-kwong has recently returned to King Chow.

It is reported that Lung's supporters are preparing to attack various districts in the region of the East River. Their recruiting of natives has been completed in the Po On district, and, as soon as military supplies have reached them, they will begin their advance.

Over 2,000 of Lung's troops have been despatched from Hoihow to reinforce the garrison at Lim Kong city, as serious fighting continues there.

ARMS TRANSPORTED BY FISHING BOATS.

Reports having been received that General Lung has purchased arms from a certain firm, and that they will be transported to Ko Chow and Lui Chow by fishing boats, the Tuchun has ordered the 1st Squadron to send gunboats to search for them, and directed various leaders in the above places to keep a watch on any fishing boat that approaches.

CANTON TROOPS ATTACKING EVERYWHERE.

Commander Lau Chi-luk reports that he has attacked and recaptured Yu Tung, near Yeung Kong. Lung's troops, as the result of a severe blow, have retreated to the Tin Pak district.

Li Lieh-kwan reports that his troops, who were sent to attack Ko Chow, have approached very near to the city, and fighting has begun. It is reported that Canton troops are attacking everywhere on the various fronts, assisted by reinforcements from Kwangsi.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN, C.B.E.

EQUIPMENT.

Requisitions for fresh issues of summer uniform and for boots must be made in writing to Equipment Officers on or before Monday, the 15th inst.

SERVICE RIFLES.

All members in possession of service rifles are ordered to return same to Armoury at Central on or before Friday, 12th inst.

Rifle slings are to be returned to this office before the 13th inst.

By Order,
T. F. HOUGH,
A.S.P. (R.) and Adjutant.

Hongkong, April 9th, 1918.

SPORT.

HONGKONG TENNIS LEAGUE.

The ninth annual report of the Hongkong Tennis League, which is to be presented at the annual meeting to-morrow evening, states that there were two divisions of the League, as during the previous season. The following Clubs constituted Division I.:—Vanguard, Hongkong Cricket Club (A), University (A), Chinese Recreation Club (A), United Services Club, and Kowloon Cricket Club (A). The following Clubs constituted Division II.:—Craigengower, Naval Yard, Civil Service, Ladies' Recreation Club, Kowloon Cricket Club (B), University (B), Chinese Recreation Club (B), Club de Recreio, Chinese Y.M.C.A., and Kowloon Dock Yard.

Two new Clubs, namely, Kowloon Dockyard and Naval Yard, were welcomed to Division II. They took the places of Olympic and Wigwam, who were unfortunately unable to enter teams owing to diminution in their membership. It is to be hoped that they will be able to enter this season.

It is regretted that some of the Clubs in Division II. did not complete their fixtures, and the Committee feel that the attention of Club Secretaries should again be drawn to this, in order that they may do their utmost to complete the fixture-lists in future.

The tennis in both Divisions of the League during the season reached a high standard of excellence, which was maintained throughout the season, and, although the Club de Recreio won the Championship of Division II. comfortably, there was a hard fight for League honours in Division I. The United Services Club, Chinese Recreation Club, and Kowloon Cricket Club (A) tied for 1st place and had to replay each other twice before the ultimate championship went to the Chinese Recreation Club.

The accounts show a balance in hand of $11.83.

BILLIARDS.

A meeting was held at the Soldiers' Club on Saturday in connection with the Military Amateur Billiard Championship of the Colony. Those present were C.Q.M.S. Reakes, R.E., Sergt. Barker, R.G.A., Br. Glead, R.G.A., Cpl. Morse, Mx., L.-Cpl. Todd, R.E. (Kowloon) and Sgt. Gillard, R.A. (Hon. Secretary). There are 64 entries for the competition, and it was decided that the value of the prize money be allotted as follows:—1st $16; 2nd, $10; 3rd, $6. In addition, the winner will receive a silver cup kindly presented by an anonymous donor. Messrs. Lane and Crawford have offered a prize for the highest break. All games in the first round are to be concluded by the 20th April, except in the case of two competitors who are in hospital and for whom it was decided an extension might be permitted. The draw was as under:—Sergt. Pearce, A.S.C., *v.* Sergt. McKechnie, R.A.M.C.; Br. Gorman, R.G.A., *v.* Sergt. Gillard, R.A.; S. M. Jewsbury, R.E., *v.* Sergt. McGregor, R.E.; Cpl. Durose, R.E., *v.* Cpl. Johns, R.E.; S. Sergt. Loder, R.A.M.C., v. Cpl. Martin, R.E.; Sergt. Barker, R.G.A., *v.* Gr. Mitchell R.G.A.; Spr. Townsend, R.E. *v.* L.-Cpl. Hoath, A.S.C.; Sergt. Meehan, R.G.A., *v.* Sergt. Ives R.G.A.; Pte. Geall, Mx., *v.* Master-Gr. Hartree, R.G.A.; Br. Fitzpatrick, R.G.A., *v.* S. Sergt. Lyth, A.S.C.; Br. Attwood, R.G.A., *v.* L.-Cpl. Slingsby, Mx.; Pte. Longland, Mx. *v.* Gr. Hawley, R.G.A.; C. S.M. Heath, R.G.A., *v.* Br. Glead, R.G.A.; Pte. Ellarby, R.A.M.C. *v.* L.-Cpl. Sewell, Mx.; Spr. Russell, R.E., *v.* Q.M.S. Wilson, R.E.; L.-Cpl. Todd, R.E., *v.* Cpl. Small, R.G.A.; S. M. Sainsbury, A.S.C., *v.* Br. Bushell, R.G.A.; S.M. Anderson, R.E., *v.* Gr. Cooper, R.G.A.; Q.M.S. Howell, A.P.C., *v.* Cpl. Cuckow, R.E.; C.S.M. Youngman, R.G.A., *v.* R.S.M. Tatton, D.C.M., R.G.A.; Q.M.S. Sheriff, A.S.C., *v.* C.Q.M.S. Ross, R.G.A.; Sergt. Clarke, R.A.M.C., *v.* Gr. Broomhead, R.G.A.; Gr. Perkins, R.G.A., *v.* Cpl. Keeble, R.G.A.; Sergt. Moulding, R.G.A., *v.* C.Q.M.S. Reakes, R.E.; Cpl. Hancock, R.G.A., *v.* Gr. Sharp, R.G.A.; Gr. Donaldson, R.G.A., *v.* Sergt. Talfourd, R.G.A.; Spr. Parton, R.E., *v.* S. Sergt. White, R.E.; Cpl. Morse, Mx. *v.* Sergt. Sherratt, A.S.C.; Sergt. Davis, R.A., *v.* Serkt. Edgeler, R.G.A.; Br. Southall, R.G.A., *v.* L.-Cpl. Bach, Mx.; Br. Drummond, R.G.A., *v.* Cpl. Adams, R.E.; Gr. Gregory, R.G.A.; *v.* Gr. Curtis R.G.A.

ASSOCIATION FOOTBALL.

TO-DAY'S MATCH.

HONGKONG LEAGUE, DIVISION II.

Staff and Departments *v.* 88th Co. R.G.A.—Club ground. Kick-off, 5 p.m. Referee, Mr. Wright.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The ninth and last of the series of Club Championship races for the Handicap Class, One Design Class, and Heyward Hays and Gael Class was sailed off on Saturday afternoon with the following results:—

HANDICAP CLASS.

Course:—Mark Boat in Quarry Bay (P), Channel Rocks (S) Lyemun Beacon (P), Mark Boat in Quarry Bay (S). Distance: 9¼ miles.

Yacht	Handicap on course	Finishing time	Corrected time
	M. S.	H. M. S.	H. M. S.
Dione .....owes	2.22	3.43.41	3.46.03
Rolla ..... „	.47	3.42.07	3.42.54
Jessica ...receives	1.35	D.N.S.	—
Diana ..... „	4.45	3.47.35	3.42.50
Colleen ..... „	7.07	D.N.S.	—
Aileen..... „	9.30	D.N.S.	—

Position	Points for race	Points to date
*(1) Diana	7	45
(2) Rolla	5	41
(3) Dione	4	43
— Jessica	—	—
— Colleen	—	—
— Aileen	—	18

* Winner of Championship.

ONE DESIGN CLASS.

Course:—Channel Rock (S), Mark Boat in Quarry Bay (S), Cust Rocks Buoy (S), Channel Rocks (S), Mark Boat in Quarry Bay (S). Distance: 8.7 miles.

Yacht	H'cap. on Course.	Finishing Time.	Corrected Time.
	M. S.	H. M. S.	H. M. S.
Ailsa	Scratch	4.56.53	—
Bonita ... „		D. N. S.	—
Daphne ..... „		4.47.48	—
Halcyon ... „		D. N. S.	—

Position	Points for race	Points to date
*(1) Daphne...	5	37
(2) Ailsa.....	3	30
— Bonita ...	—	7
— Halcyon ...	—	19

* Winner of Championship.

HEYWARD HAYS AND GAEL CLASS.

Course:—Channel Rock (S), Mark Boat in Quarry Bay (S), Cust Rocks Buoy (S), Channel Rocks (S), Mark Boat in Quarry Bay (S). Distance: 8.7 miles.

Yacht	Handicap on course	Finishing time	Corrected time
	M. S.	H. M. S.	H. M. S.
Lysbeth...owes	1.27	5.18.47	5.20.14
Dawn ... „	1.27	5.15.35	5.17.02
Toinnette ... „	.43	D.N.S.	—
Gael ..... „	.43	D.N.S.	—
Lady Ursula	Scratch	5.17.41	5.17.41
Dorothy ..... „		D.N.S.	—
Asthore receives	.43	D.N.S.	—

Position	Points for race	Points to date
*(1) Dawn	8	55
(2) Lady Ursula	6	38
(3) Lysbeth ...	5	48
— Toinnette...	—	39
— Gael	—	37
— Dorothy ...	—	8
— Asthore ...	—	13

* Winner of Championship.

The fifth and last of the series of Cruiser Club Championship Races was sailed off on Sunday last, and resulted as under:—

CHINESE RIG.

Course:—Mark Boat opposite Rennie's Mill, Junk Bay (S), Tatung Rock (S). Start—Murray Pier, and Outer Naval Buoy. Finish.—Royal Hongkong Yacht Club. Distance: 17½ miles.

Yacht	Handicap on course	Finishing time	Corrected time.
	M. S.	H. M. S.	H. M. S.
Ladye Jane.	Scratch	D. N. F.	—
Oenone	5.50	3.59.26	3.53.36
Dorothy II..	11.40	2.02.51	3.51.11
Niobe	11.40	4.19.14	4.07.34
Helen	11.40	D.N.S.	—

Position	Points for race	Points to date
(1) Dorothy II.	6	14
(2) Oenone.....	4	21
*(3) Niobe.....	3	23
— Ladye Jean	—	10
— Helen.....	—	—

ENGLISH RIG.

Course:—Mark Boat opposite Rennie's Mill, Junk Bay (S), Tatung Rock (S). Start—Murray Pier and Outer Naval Buoy. Finish—Royal Hongkong Yacht Club. Distance: 17½ miles.

Yacht	Handicap on Course	Finishing time	Corrected time
	M. S.	H. M. S.	H. M. S.
La Cigale	Scratch	D.N.S.	—
Vesper	23.20	3.25.17	3.01.57
Vera	22.10	4.45.43	4.16.33
Feathers	32.05	4.01.25	3.29.20
Irene	35.00	3.58.30	3.23.30
Mist	35.00	4.19.42	3.44.42
Queen Bee	—	—	—

Position	Points for race	Points to date
(1) Vesper	8	26
*(2) Irene.....	6	34
(3) Feathers ...	5	24
(4) Mist	4	15
(5) Vera	3	25
— La Cigale ...	—	—
— Queen Bee.	—	—

* Winner of Championship.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 6th April is as follows:—

	Receipts for week.	Aggregate receipts for 14 weeks.
This Year.....	$ 3,111	$191,671
Last Year.....	13,142	189,067
Increase	—	2,604
Decrease	31	—

A GLIMPSE OF MESOPOTAMIA.

ILLUSTRATED LECTURE AT THE PEAK CLUB.

Under the title of "The Land of Two Rivers in War," Lt.-Col. J. S. Wardlaw-Milne, I.D.E., delivered an illustrated address on Mesopotamia, at the Peak Club, on Monday night, in aid of the Red Cross Fund. Unfortunately, the limitations imposed by time obliged the lecturer to curtail his remarks considerably. He lightly sketched the progress of the campaign up to the capture of Baghdad, and gave an interesting description of the difficulties of transport owing to the absence of roads and to the shallow and tortuous nature of the rapidly running rivers, and of the disadvantages, climatic and otherwise, under which our troops fought. By means of officially prepared cinematograph films excellent views were given of the busy traffic on the rivers, of the distribution of war comforts to our soldiers, and of places of interest *en route* from Basrah, the home of "Sinbad the Sailor," to Baghdad. It was mentioned that the damp heat of Hongkong bore no comparison with that of Kernah, the traditional site of the Garden of Eden. There the thermometer went up to 120 degrees, and the air was saturated with moisture. Perhaps it was the climatic conditions which explained why the stay of Adam and Eve was so short. (Laughter.) The historic Liquorice Factory and the communication trenches constructed by General Townshend in his gallant five months' defence of Kut were shown, together with the monument erected by the Turks in honour of their short-lived success against the British. There were also very interesting views of the Arch of Ctesiphon, a wonderful old mud-brick structure standing 120 feet high, and of the City of Baghdad, where the only wide thoroughfare is that named New Street, which was constructed by direction of the Germans after war broke out by the simple method of pulling down houses that stood in the way without compensating the owners. In the cosmopolitan population of the city, the Jews held a very prominent position, and it was a significant fact that, in respect of the road improvement carried out by the Turks, they had promptly made a claim for compensation to the British Government. (Laughter.) In conclusion, the lecturer pointed out that under just and enlightened administration the future of Mesopotamia would eclipse the greatness of its past, thanks to its two fertilising rivers, without which it would be nothing.

STRANGE DEATH OF A SHIP'S OFFICER.

CORONER'S VERDICT.

At the Hongkong Magistracy yesterday, Mr. Dyer Ball delivered his verdict in the inquiry into the circumstances surrounding the death of Michael van de Putte, who was Chief Officer of the s.s. *Van Waericke*, which took place on March 22nd, presumably from poisoning.

Mr. Dyer Ball said:—My verdict in this inquiry is that the deceased died of cantharadin poisoning, the poison being self-administered without proper knowledge of the approximate dose to be taken. My verdict is "Death by misadventure."

In the course of this inquiry Mr. Stapleton, a chemist, who is a "registered person" under the Pharmacy and Poisons Ordinance, 1916, has admitted that he sold, on the 15th March 1918, to Dr. Tong Toon-cheng, ship's surgeon of the *Van Waericke*, 20 grains of cantharadin, which is a poison specified in part I of schedule A of that Ordinance, without complying fully with the provisions of Section 12 of that Ordinance, which provides that a seller shall, before delivery, make an entry in the book kept for that purpose stating, in addition to other particulars, the purpose for which the poison is required by the purchaser. It is highly important that this legislation should be complied with in every detail, and Mr. Stapleton has, in my opinion, rendered himself liable to a substantial penalty.

Dr. Tong Toon-cheng has said, in his evidence, that, after receiving the poison, he showed it to the Chief Officer, now deceased, and then removed the labels from the bottle and put it in the dispensary in an unlabelled bottle without putting it under lock and key, although he was aware that the Chief Officer, not only himself had a key to the

(*Continued at foot of next Column.*)

TRAM-CAR FATALITY.

DEATH BY MISADVENTURE.

At the Hongkong Magistracy, yesterday, Mr. E. D. C. Wolfe, in his capacity as Coroner, held an inquiry into the circumstances surrounding the death of an unknown Chinese male, supposed to be a mendicant, who died as the result of injuries sustained by being knocked down by tramcar No. 50 on the Praya East at 7.30 p.m. on March 25th.

The following was the jury:—Messrs. J. Graça, C. T. Gandell, and A. Lay.

Dr. C. W. McKenny, Superintendent, Government Civil Hospital, said that deceased was admitted to that institution in an unconscious condition and died the following morning. In witness' opinion death was caused by a very extensive fracture at the base of the skull.

Wong Wing, motor-man of the Hongkong Tramway Company, who was driving the car at the time of the accident, said that when the car approached a dark portion of the street, opposite No. 110, Praya East, some six or seven people rushed out from the verandah on to the tram lines and attempted to cross the road to get on to the Praya. He at once put on the emergency brakes. Some of the people tried to turn back, and deceased was knocked down by the front hand-rail of the car.

The Coroner: In your statement at the Police Station you said a Chinese walked out of a house in the direction of the Praya, going by the side of my car?—Witness: No, I did not say that.

Did he walk out of the verandah or rush out?—He rushed out.

A beggar, 40 years of age?—Yes.

How far away was your car when you first caught sight of the man?—About four or five feet.

Could you or could you not stop the car?—I put on the brakes, but could not stop the car all at once. Witness added that the deceased was struck on the shoulder and fell, but the car did not pass over him.

Witness had been a driver since October last year, but had acted previous to that as a conductor.

The ticket-collector, ticket-inspector, and Inspector Sim also gave evidence relating to the occurrence, and Mr. Course, of the Tramway Company, gave expert evidence.

The Coroner, in summing up, said that he was not at all satisfied with the evidence given by the motor-man, who was the most important witness in the case, and was best able to speak of the accident. At the same time he was satisfied that the place where the accident occurred was dark.

The jury returned a verdict of "death by misadventure."

HONGKONG MAGISTRACY.

EXPORTING DOLLARS.

A Chinese was charged with attempting to export a number of French dollars without a permit.

It was stated that the man had a permit for Japanese and Canton money, but not for the French dollars.

Defendant stated that he applied for a permit, but, being unaware what currencies the money he had represented, he did not specify them in his application.

Mr. Dyer Ball said defendant had taken some trouble in applying for a permit, so he would only inflict a nominal fine of $10.

RETURNING FROM BANISHMENT.

A Chinese was charged with returning to the Colony before his term of banishment had expired.

Sergeant Pepperton said the defendant had been banished for twenty years. He had been banished twice previously.

Defendant said he was unwell and had returned to the Colony in order to get medical treatment.

Mr. E. D. C. Wolfe said the defendant knew quite well that he was not permitted to enter the Colony when banished. He sentenced defendant to twelve months' hard labour and six hours' stocks.

dispensary, but also knew of the presence of the cantharadin on board. He had seen it and desired it for his own use. Dr. Tong Toon-cheng's conduct in this respect has, in my opinion, been marked by very grave negligence. It would seem that the poison which caused the death of Mr. Michael van der Putte came from the dispensary of the *Van Waericke*, but I do not find it proves as a fact that Dr. Tong Toon-cheng supplied the poison to the deceased.

INTIMATIONS

LANE, CRAWFORD

AND COMPANY.

JUST TO HAND.

GOLF BALLS

INCLUDING

SILVER KINGS:—Two Weights

PLUS COLONELS:—Three Weights.

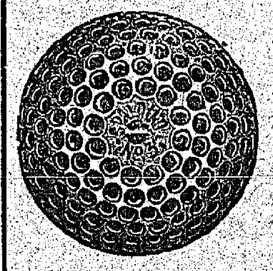
ARCH COLONELS:—Two Weights.

No. EWB.

PRICE $1.10 EACH.

CADDY BAGS. SHAFTS. ETC.

—:o:—



SLAZENGER'S AND AYRE'S

1918

TENNIS BALLS.

LAWN MOWERS.

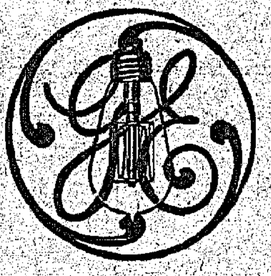
LANE, CRAWFORD & CO.

18

G-E EDISON LAMPS

"THE NEW SUN FOR THE WHOLE WORLD."

ALL SIZES STOCKED.



SOLD BY ELECTRICAL DEALERS.

ANDERSEN, MEYER & CO.,

SOLE AGENTS FOR

General Electric Co. of New York.

Hotel Mansions. Telephone 1990.

1185

Wm. POWELL Ltd

TELEPHONE 346

BE COOL

By wearing our loose fitting

SUMMER UNDERWEAR.

—:o:—

We have now a large assortment including

"FLEXINET" "SOFTESTNET"

"INDIAN GAUZE" "B.V.D."

INSPECTION INVITED. [89

CABLES: "FETAGE". Branches: NEW YORK, MONTREAL.

DONIGER & COMPANY,

3, Ichome, Yurokucho, Kojimachi-ku,

TOKYO, JAPAN.

CONTRACTORS TO THE UNITED STATES AND CANADIAN GOVERNMENTS,

Manufacturers and Exporters

of

SURGICAL INSTRUMENTS, CHEMICAL GLASS-WARE AND APPARATUS, DRUG SUNDRIES, &c.

DESIRE REPRESENTATION

Write for Catalogue Price List and Full Particulars.

Our Many Years of Experience and Concentration Insures Technically Correct Instruments.

[1374

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

AN INTERIM DIVIDEND of 8% ($4.00) per Share has been declared payable on the 18th instant.

TRANSFER BOOKS will be CLOSED from the 10th to the 18th instant, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.
Hongkong, 9th April, 1918. [1878

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 3051 for 36 Shares, Nos. 11410 to 11445 standing in the books of the Society in the name of FRANCISCO DE PAULA CEMBRANE late of Wimbledon, Middlesex, England, has been declared LOST and if at the expiration of one month from the date hereof the above document be not forthcoming another Certificate for the said Shares will be issued by the Society and thereafter no other will be acknowledged.

C. MONTAGUE EDE,
General Manager.
Hongkong, 10th April, 1918. [1879

THIRD LIBERTY LOAN.

THE Subscription List for the THIRD LIBERTY LOAN of U.S. $3,000,000,000 carrying interest at 4 1/4 per cent. per annum closes in America on 4th May, 1918.

THE INTERNATIONAL BANKING CORPORATION is prepared to receive applications up to 25th April, on the following terms:—

5% on application.
20% on 21st May.
30% on 11th July.
40% on 8th August.

and will also grant loans against this security. [1680

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI, up to and for the sum of $250,000 current in Shanghai, will be received by the TREASURY CHEST OFFICER, army pay department, until 11.30 A.M. on the 11th April, 1918.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on the 12th April, 1918.

Persons tendering to state

The amount of Dollars current in Shanghai per £100 for Telegraphic Transfer on the Lords Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III., Cap. 45 and 41, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.

F. J. THURSBY-PELHAM, Lt.-Col.,
Treasury Chest Officer, A.P.D.
His Majesty's Treasury Office,
Hongkong, 10th April, 1918. [1881

SOCIETY OF ST. GEORGE, HONGKONG.

TOMBOLA

In aid of
WAR CHARITIES

GIFTS WANTED FOR
PRIZES

LAST DAY for receiving THURSDAY, 11TH APRIL, 1918.

HAVE YOU SENT YOURS?

IF NOT, please send immediately to

RECEIVING DEPOT

MESSRS. LANE, CRAWFORD & CO. (Office 1st Floor), 10 a.m. to Noon and 3 p.m. to 5 p.m.

Bulky articles will be sent for on application to—

Hon. Secretary,
TOMBOLA.
P. O. Box 94,
HONGKONG.

NO GIFT TOO LARGE.
NO GIFT TOO SMALL.
[1868

INTIMATIONS

HONGKONG LAWN TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING of the above League will be held in the HONGKONG CRICKET CLUB PAVILION TO-MORROW (THURSDAY), April 11th, at 5.15 P.M.

Clubs interested are requested to send representatives.

F. LINDSAY WOODS,
Hon. Secretary.
1868

THE STEAM LAUNDRY CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM deceased a Duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 208 for 100 Shares numbered 901 to 1000 and dated 22nd November, 1906, has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

C. B. BROWN,
Secretary.
Dated 8th day of April, 1918. [1877

THE DAIRY FARM CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to WALTER DOUGLAS GRAHAM of Hongkong (deceased) a duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 1909 for Shares numbered 28775 28834 and dated 11th January, 1904, has been LOST or DESTROYED, AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.

M. MANUK,
Secretary.
Dated 4th day of April, 1918. [1860

NOTICE.

HAVING RESUMED CHARGE of my Business carried on under the style of MESSRS. S. C. ISMAIL & Co., I, the Undersigned, hereby give Notice that from this date all cheques on Bankers, Contracts and other matters in connection with the Business of the Firm will be Signed by me.

S. C. ISMAIL.
Hongkong, 3rd April, 1918. [1857

THE COTTAGE
SOMENOS, V.I., B.C.,
CANADA.

A HIGH-CLASS English Modern School for the Daughters of Gentlemen, with preparatory Class for boys.

Principal: Miss Young; assisted by Miss Geoghegan, B.A.; and Miss M. G. Young, L.R.A.M., Assc. R.C.V., London, Eng.

Course includes Thorough English, French, Latin, Mathematics and Drawing.
Extras: Music and Painting.

Further particulars from

CHARLES GERKEN,
St. Stephen's College, Hongkong.
[872

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

158

NOW READY.

THE

DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, ETC.

1918

FIFTY-SIXTH ANNUAL ISSUE.

PRICE:

Large Edition $11.00
Abridged 7.00

HOUSES TO LET

TO LET.

RESIDENTIAL FLAT in Prince's Building.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
1875

TO LET.

COMMODIOUS and well-fitted SHOP in Alexandra Buildings.
Apply—
SECRETARY,
A. S. WATSON & Co., LIMITED.
[1852

TO LET.

FROM 1st May next.

NO. 1, AIMAI VILLAS, corner of Kimberley and Austin Road, Kowloon, one Six-Roomed House, with separate Bath Rooms and Kitchens.
Apply to—
PATELL & CO.,
King's Buildings, Top Floor.
[1805

TO LET.

NO. 3, CANTON VILLAS, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
1876

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—

THE MANAGER,
HONGKONG ICE Co., LTD.,
40, Connaught Road Central.
[900

TO LET.

OFFICES in York Buildings.
No. 1, MORETON TERRACE.
HOUSES on Shameen, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
[28

TO LET.

A FLAT in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES in Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
[1628

FOR SALE.

TUSCULUM, Barker Road, 165, Peak.
Apply—
DUNCAN CLARK,
Care of LANE, CRAWFORD & Co.
[1711

FOR SALE.

"GALESEND," 109, The PEAK ROOMS.
Apply— C. H. GALE,
P.W.D.
[1834

WANTED.

STENOGRAPHER, Male or Female. State experience, salary required and references. Apply—
Box No. 100
Care of "Daily Press" Office.
1817

WANTED.

BRITISH ENGINEER for Shore position. Commencing salary $200 per month, with free quarters, light, coal and medical attendance.
Apply—
Box 8,
Care of "Daily Press" Office.
[1871

DAIRY FARM NEWS.

SAUSAGES!

SAUSAGES!

A Variety
to suit all tastes

OXFORD SAUSAGES.
CAMBRIDGE "
PORK "
BEEF "
LIVER "
BOLOGNA, HEAD CHEESE.
BLACK PUDDING.
WHITE "
&c., &c., &c.
[1838

FOR SALE.

USED POSTAGE STAMPS (all different)

1000	Stamps	$ 8.00	2500	Stamps	$ 50.00
1500	"	13.00	3000	"	100.00
1800	"	23.00	4000	"	175.00
2000	"	45.00			

GRACA & CO.,
No. 4, WINDHAM STREET,
HONGKONG
[1845

INTIMATION

OUR GIANT LAVENDER TALCUM

Is rapidly becoming as popular as our well-known Lavender Water. Blended with the Purest and Softest Powder, is the Sweet Fragrance of Lavender, and the Effect on the Skin is Delightfully Cooling and Soothing.

1-lb. Size Price $1.00.

A. S. WATSON & CO., LTD.,
HONGKONG DISPENSARY.
TEL. 16.
[12

DEATHS.

CRIGHTON.—At the Hospital, Ste Marie, Shanghai, on April 4th, ARTHUR CHARLES, third son of the late W. J. CRIGHTON of Whalley Range, Manchester, and Mrs. E. Crighton of Colwyn Bay, North Wales, in his thirty-ninth year.

MOOREHEAD.—At 37, Carter Road, Shanghai, on April 3rd, THEODORE MOOREHEAD, late of the Chinese Customs Service, aged 74 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 10TH APRIL, 1918.

HONGKONG AND WAR CHARITIES.

THE meeting called by the Hongkong War Charities Committee on Monday evening was more than usually important, and it is to be regretted, therefore, that a larger number of the general public did not avail themselves of the invitation to attend. Their absence may be attributed, perhaps, to the fact that two other gatherings were held at the same time and to a feeling of confidence in those charged with the control of the War Charities Fund. This, however, is a languid and unsatisfactory way of expressing appreciation of services which are entitled to warm acknowledgment. The review of the work performed by the Committee from the date of its formation in January, 1916, when the Prince of WALES'S Fund was closed, down to the middle of last month shows that altogether nearly $700,000 has been raised in addition to substantial gifts in kind. All but a small balance of this money, which remains in the Bank, has been distributed amongst sixty objects connected with the alleviation of the suffering and distress caused by the war. The chief difficulty of the Executive Committee must have been to discriminate between the many deserving appeals made for assistance. For guidance in this matter they are indebted to Mr. MURRAY STEWART and the late Dr. ATKINSON, who, being in a position to make investigations on the spot, were able to render very valuable assistance. Besides accepting the responsibility of disbursing two or three thousand pounds in small amounts amongst minor organisations, these two gentlemen gave very useful advice as to the disposal of the larger amounts voted direct by the Committee to the major charities. In future this task will not be so perplexing because the day for the creation of new funds has now passed, and efforts will have to be concentrated on the support of those already established as the result of nearly four years' experience of the war. The first outside claim, of course, upon the local Committee is the Royal Flying Corps Hospital, in which the Colony guarantees the support of a ward costing £200 a month until peace is restored. Happily, the Committee have been able to vote an additional £1,000 a year to this institution, the demands upon which must constantly increase with the rapid development of our intrepid Air Service. Another grant which must meet with cordial approval is that of £5,000 to the support of our troops who are prisoners-of-war in Germany. There is a wealth of evidence to show that, with insignificant exceptions, the articles consigned from England are received by those to whom they are sent, and that life without them would be well-nigh insupportable. To the Red Cross the proceeds of "Our Day" are devoted,—and that some of our earlier criticisms were justified is proved by the fact that last year £15,000 was raised as compared with £5,000 in 1916. The contribution of over £2,000 to the French Red Cross Fund, which is even more in need of help than the British, must commend itself to all who have watched with admiration the heroic sacrifices of our gallant Allies. The sum of $100,000 expended upon materials for the local branch of Queen Mary's Needlework Guild is an evidence of the "steady, solid, and self-sacrificing" labours of the various working parties in our midst on behalf of our troops throughout the year. The only adverse comment which can be made upon the allocation of the funds at the Committee's disposal is that the claims of our sailors seem to have been very inadequately recognised. On more than one occasion we have drawn attention to this point, and, now that the difficulty which the Committee experienced in deciding between the merits of the various funds established on behalf of our Navy and Mercantile Marine has been removed by the creation of King GEORGE'S Fund, we trust that any past neglect will be atoned for without delay, and that the Colony will give tangible and worthy expression to the appreciation which it feels of the splendid services of those upon whom its very existence depends not only in war but in peace. In order that this may be done without detriment to the other deserving objects, which will stand in ever increasing need of support as the war drags its weary length along, it is obviously necessary that still more money should be furnished by the public. A promising start with the business houses has been made by Sir PAUL CHATER, who has already collected over $165,000 and hopes to reach two lakhs, as compared with $143,000 last year. With a view, however, to opening up sources of revenue, which, if not almost untouched hitherto, have not been systematically tapped, the General Committee has been enlarged and made more representative of the community, so that its activities may be carried further afield, and it would not be surprising if sub-Committees were formed in order to encourage a spirit of emulation between the various districts into which the Colony is divided. There is evidently need of improvement when it is found that the regular monthly subscriptions amount only to $3,000, and that one-third of this sum is derived from two individuals and one firm. The limitation of the special "Day" collections to the four already established should conduce to the end in view by enabling the public to calculate the demands likely to be made upon them in the course of the year. The closer identification of the Chinese with the movement is also an important step in the right direction. Though some of those whose names were submitted to the meeting on Monday evening may not be British subjects they enjoy, equally with British subjects, the benefits of British rule, and to refuse them the opportunity of acknowledging it would be a glaring example of the follies of red-tape.

To-morrow is the last day for receiving prizes for the Tombola in connection with St. George's Day celebrations.

The Douglas Steamship Co., Ltd., has declared an *interim* dividend of 8 per cent. ($4) per share payable on the 18th inst.

Mr. Denman Fuller's organ recital at St. John's Cathedral on Monday evening attracted a very large attendance. The collection, which was on behalf of the Organ Fund, realised $154.

Details of the Third Liberty Loan of the U.S.A. will be found in our advertisement columns. Applications will be received locally by the International Banking Corporation up to the 25th inst.

During the week ended on Saturday last 80 cases of cerebro-spinal fever were notified in the Colony, and the deaths numbered 60. For the forty-eight hours of Sunday and Monday there were 21 cases and 19 deaths.

Members of the Society of St. George are reminded that vouchers for seats at the Theatre are obtainable on application to the Hon. Secretary, Mr. J. Bentley, Messrs. Thos. Cook & Son, from to-day. Vouchers are to be exchanged at Messrs. Moutrie's on and after Thursday, the 18th inst. The box office will open at 9 a.m. on that day, and seats will be allotted in order of application. Payment for tickets ($5 each) is to be made at Messrs. Moutrie's.

We are asked to announce that a special "St. George's Day" Fund is being raised in Canton in aid of Allied War Charities. All Englishmen resident in Canton and district are invited to subscribe. It is proposed to hand over the total amount collected to the Canton War Charities Committee to be allocated to the various funds as that Committee may think fit, but any donation may be ear-marked to any particular fund. Subscriptions should be sent to Mr. C. A. Peel, care of Dodwell & Co., Ltd., Canton.

At the Union Church yesterday morning, the Rev. J. Kirk Maconachie officiating, the marriage took place of Mr. Robert K. Duncan, youngest son of Mr. and Mrs. W. J. Duncan, of Greenock, Scotland, and Miss Catherine S. Scott, eldest daughter of Mr. and Mrs. Thomas L. Scott, of Quarry Bay. There was a large gathering of relatives and friends at the Church. The hymns "O God of Bethel" and "O Perfect love" were sung during the ceremony. The bridesmaids were the Misses Charlotte and Margaret Scott, sisters of the bride, while Mr. Hector McTavish acted as "best-man." The bride, who was given away by her father, wore a dress of white tafetta silk, covered with white silk net, with silver trimmings, and a veil of white silk net and a wreath of orange blossoms. She carried a bouquet of white roses. After the ceremony a reception was held at the Hongkong Hotel.

SERVICES' ENTERTAINMENT FUND.

The following subscriptions to the above fund are gratefully acknowledged for the period ending 9th April, 1918, by the Treasurer:—

W. C. F.	*	$300.00
W. J. Pringle	*	5.00
J. M. Gordon	*	5.00
A. & F. M.	*	20.00
R. E. Belilios	*	5.00
W. J. D.	*	5.00
F. C. Butcher	*	5.00
Dr. and Mrs. Marriott	§	50.00
C. Montague Ede	*	10.00
N. J. Stabb	*	20.00
G. C. Moxon	*	10.00
D. Macdonald	*	10.00
A. G. Coppin	*	5.00
E. W. Hamilton	*	5.00
W. A. Dowley	*	5.00
G. E. Stewart	*	10.00
G. Piercy	*	5.00
R. Hancock	*	5.00
T. Arthur	*	5.00
Hon. Mr. H. E. Pollock, K.C.	*	10.00
K. E. Greig	*	5.00
"Nemo"	*	5.00
A. H. Harris	*	5.00
A. H. C.	*	10.00
		$520.00

*—Monthly subscription.
§—Donation.

T. ROBINSON
(General Secretary).
F. G. B. HASTINGS, R.N.
(Naval Secretary).
C. L. COOPER-HUNT, C.F.
(Military Sec. and Treas.).

THE WAR.

GERMAN SECOND ARMY DISORGANISED.

ENEMY MOWED DOWN BY NEW ZEALANDERS.

AMIENS STILL THE ENEMY GOAL.

GERMAN INTRIGUE IN MORROCCO.

RUSSIAN FLEET ORDERED TO LEAVE FINNISH WATERS

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

NOTHING TO REPORT.

LONDON, April 8th. 10.20 p.m.

Field-Marshal Sir Douglas Haig reports:—Except for hostile artillery firing at different parts of the battle-front, especially in the neigbourhood of Bucquoy, there is nothing to report.

GOOD WORK BY AVIATORS.

LONDON, April 9th. 12.10 a.m.

Field-Marshal Sir Douglas Haig reports as follows on aviation:—Low-fliers dropped ten tons of bombs and fired many rounds on hostile troops and transport on the battlefront.

We brought down eight enemy aeroplanes and drove down nine.

Four of ours are missing.

Night-fliers dropped 5½ tons of bombs on Douai and the railway station at Bapaume.

OBJECTIVE OF LAST BIG GERMAN ATTACK.

LONDON, April 8th.

Reuter's Correspondent at British Headquarters reports:—Just before dawn this morning the enemy developed a truly terrific bombardment north of the Somme lasting an hour, but I have not yet been able to learn the meaning of it. Our troops have been ceaselessly vigilant, for an early resumption of the German offensive on a grand scale is expected at any time.

We retaliated to the gas-shelling of Armentieres by gas-shelling the German positions thereabouts.

We now know definitely that the objective of the big attack on April 5th by ten divisions of von Der Maritz's army was the high ground about Gouzeucourt, Mailly-Maillet and Colincamp. This encounter developed into a pitched open battle, in which, despite his superior numbers, the enemy made very little headway. Our counter-attacks have since further reduced his gains.

GERMAN SECOND ARMY DISORGANISED.

German prisoners subsequently taken state that this failure has considerably upset all their plans since. The German Second Army was so disorganised by it that a further serious effort is impossible for some days. They also say that there is much confusion behind the enemy lines and lack of *liason*, owing to many people not knowing quite where they are. A draft recently arrived for the Ninety-sixth Infantry Reserve which was composed of thirty men who had participated in the Berlin strike.

LUCK IN THE MATTER OF WEATHER AGAINST THE GERMANS.

LONDON, April 8th. 11.45 p.m.

Reuter's Correspondent at British Headquarters wiring in the evening of 8th instant, states:—The heavy bombardment mentioned earlier died down after an hour, apparently smothered by the violence of our reply.

Wet, cold and dreary weather has commenced, and it is said concerning the weather during this offensive that it is the first time that luck in this matter has gone against the Germans.

GERMAN CLAIMS.

LONDON, April 8th. 11.45 p.m.

A wireless German official message states:—Our troops advancing on the eastern border of Coucy-Wood and *vid* Barises stormed a hillock north-eastward of Folembray and advanced as far as Verneuil.

The prisoners now amount to 2,000.

LONDON, April 9th. 1.25 a.m.

A wireless German official message states:—We drove out the enemy from strong positions on the heights eastward of Coucy-le-Chateau.

EARLIER CABLES.

BRITISH LINE ADVANCED.

LONDON, April 8th. 12.20 p.m.

Field-Marshal Sir Douglas Haig reports:—We advanced our line slightly at night-time on the south bank of the Somme eastward of Vire-sous-Corbie. We captured a few prisoners northward of the Somme, near Neuville-Vitasse.

There was increased hostile artillery firing at night-time on the whole battle-front, and heavy hostile gas-shelling between Lens and the La Bassee Canal and also eastward of Armentieres.

GERMAN REPORT.

LONDON, April 7th.

A wireless German official report states:—After violent artillery firing the British and French attacked on the Ancre and Avre. The English masses collapsed northward of Beaumont-Hamel and before the bridge-head position at Albert. The French vainly stormed between Castel and Mailly and eastward of Thory, near Cantigny, and five times near Mesnil, but all broke down after desperate hand-to-hand fighting. We crossed the marshes of the Oise and stormed the suburbs of Chauny. We also took positions near Amigny and the north-eastern portion of Coucy Wood, capturing over 1,400 prisoners. We brought down 18 aeroplanes.

U.S.A. WAR DEPARTMENT'S WEEKLY REVIEW.

ENEMY EXPECTED A DECISION IN ONE BATTLE.

NEW YORK, April 8th.

The U.S.A. War Department's weekly review states:—The general strategic and tactical position of the Allies is becoming more favourable. The enemy, at the opening of the third week of the offensive, is still far short of attaining his principal objectives.

It is now evident that the German High Command contemplated overwhelming the British at the outset and driving a wedge between the French and British forces. The enemy fully expected to achieve a decision in the course of one great battle. The success of the plan depended upon his ability to break the British front, and advance so rapidly that the British and French reserves would be unable to arrive in time to close up the breach and restore the order of battle.

The evidence of prisoners confirms the view that the enemy hoped to gain the line of the Somme on the evening of the first day. As a matter of fact, he took ten days to cover the ground which he expected to over-run in 48 hours. The stubbornness of the British resistance and the severe enemy casualties compelled the Germans to draw more heavily upon their reserves than they had anticipated.

The Germans are now throwing fresh forces into the battle in an effort to secure some limited objectives.

The Allied military machine, under the leadership of General Foch, is working with precise smoothness, insuring the greatest economy, harmony and efficiency in the use of all forces. The *moral* of the Allied troops remains high.

The German offensive has not yet spent itself, and, owing to the enemy's determination to gain some sort of success at any cost, the situation will continue uncertain for some time. However, the general strategic and tactical position of the Allies is becoming more favourable.

ENEMY OFFENSIVE IN ITALY FORESHADOWED.

Reports continue to indicate that the enemy contemplates an offensive in the Italian theatre—possibly along a broad front, including the entire northern sector from the upper Piave to Lake Garda.

HEAVY CASUALTIES AMONGST GERMAN OFFICERS.

LONDON, April 8th. 12.35 a.m.

Reuter's Correspondent at British Headquarters, in continuation of his message, the first portions of which appeared in our issue of yesterday, says:—The counter-attack at Aveluy Wood on the 6th inst. was brilliant, practically re-establishing our position along the old line. We captured 120 prisoners with a dozen machine-guns.

The casualties amongst German officers have been exceptionally heavy during the past fortnight, apparently because the officers have been moving more freely than hitherto amongst the men. Also, there has been such a toll of non-commissioned officers that a general comb-out of the older classes is progressing in order to replace them.

NEW ZEALANDERS' HEAVY TOLL OF THE ENEMY.

Three attacks against the New Zealanders proved horribly costly to the enemy. On each occasion the New Zealanders continued firing their Lewis guns until the rapidly thinning waves were sufficiently close and then bombed them furiously with hand-grenades. It is easy to believe the assurance of the Boches that they disliked this form of resistance. Their dead are lying like corn-swathes at harvest-time before the New Zealanders' positions.

GERMANS BRINGING UP IMMENSE NUMBER OF GUNS.

The Germans are bringing immense numbers of guns of every calibre into the struggle, but we are combatting them pretty adequately. Thus, last night, when a heavy bombardment broke out east of Villers and Bretonneaux and we had reason to believe that it was preliminary to an infantry attack, we retaliated with such intensity that the enemy bombardment died down and nothing transpired.

OUR SUPERIORITY IN THE AIR.

A captured airman attributes our greater aerial activity to the greater numbers and superior qualities of the British machines, consequently the Germans cannot afford to risk flying over our territory to any great extent.

The enemy is employing machine-guns, operated by trained teams, in very large numbers and is also losing them in very large numbers.

LATEST CABLES.

FRENCH FRONT.

ENEMY ADVANCE DELAYED WITH HEAVY LOSSES.

LONDON, April 9th. 1.25 a.m.

A French *communiqué* states:—The enemy pressure continued north of Ailette and in the region of the lower Coucy forest. Our advanced elements resisted and delayed the advance of the enemy, who were superior numerically, inflicting very heavy losses upon them.

There is reciprocal lively artillery activity on the Somme front and between Montdidier and Noyon.

EARLIER CABLES.

THE GERMAN AIM—AMIENS.

PARIS, April 8th.

A semi-official announcement states that so far there is no reason to regard the German attack at Hill 344 yesterday as indicating a forthcoming offensive in this sector.

The Chauny-Barisis affair does not seem to point to any new departure of a general nature.

A great mass of German reserves is still moving towards Amiens, which is still the goal of the German High Command, though the latter has momentarily been forced to interrupt a forward movement owing to the exhaustion and heavy losses of his troops.

AMERICANS REPULSE TWO RAIDS.

PARIS, April 8th.

A despatch from the American Front states:—The enemy on Friday evening attempted at two points to raid the American trenches.

The first attack was easily repulsed.

The second was allowed to approach close to the wire, then fire was opened by the Americans, whose infantry immediately leapt out of the trenches and drove back their assailants.

The first German trench was cleared and the enemy was compelled to retire to their support trenches.

The American artillery replied very violently to the enemy artillery, silencing two German batteries.

VIOLENT ARTILLERY ACTIONS.

PARIS, April 8th.

A *communiqué* states:—The night was marked by violent artillery actions, notably on the left bank of the Oise.

ENEMY ATTACKS STOPPED.

PARIS, April 8th.

A *communiqué* states:—Our artillery stopped attempted enemy attacks in the region of Hangard-en-Santerre, and we caught concentrations of troops at various points of the front north of Montdidier.

A strong German attack on the right of the Meuse, north-east of Hill 344, was repulsed after sharp fighting.

The enemy's losses were important, and we captured 20.

Seven aeroplanes and two balloons were brought down.

Five tons of bombs were dropped on cantonments in the Roye region.

BOMBARDMENT OF PARIS.

PARIS, April 8th.

An official report states:—The bursting of one of the long-range guns bombarding Paris has been confirmed from a sure source. It occurred on March 25th. A Lieutenant and nine men were killed.

The long-range bombardment was continued yesterday, but there were no victims.

Naval Activities.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH WARSHIP DESTROYS A ZEPPELIN.

COPENHAGEN, April 9th.

A telegram from Stavanger reports that a British warship destroyed a Zeppelin off Jaederen.

AMERICAN WARSHIPS OPERATING IN EUROPEAN WATERS

NEW YORK, April 9th.

Mr. Daniels has announced that over 150 American warships, exclusive of submarine-chasers, are now operating in European waters.

General.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

CONSCRIPTION IN IRELAND.

LONDON, April 8th.

The Lobbyists of the *Daily Telegraph* and the *Morning Post* state that the application of conscription to Ireland is contingent upon the Report of the Convention and the offer of Home Rule by the Government.

The *Daily Chronicle* implores the Government not to make a grant of Home Rule conditional to the adoption of conscription.

LATEST CABLES.

THE SIBERIAN SITUATION.

RUSSIA PROCLAIMS STATE OF WAR.

PETROGRAD, April 8th.

The Government has proclaimed a state of war throughout Siberia, and has ordered the Siberian Soviets to organise detachments of Red Guards to resist the Japanese.

INCIDENT PURELY LOCAL.

LONDON, April 8th.

Reuter's Agency is informed that the British and Japanese landing at Vladivostok was solely necessitated by the disturbances at Vladivostok, where, on April 3rd, Japanese business premises were pillaged and Japanese killed.

The landing has no relation to any so-called Japanese intervention in Siberia nor to any movement of a wider character than that indicated.

RUSSIA FORMALLY PROTESTS.

Moscow, April 8th.

The Commissary of Foreign Affairs has formally protested to the Allied representatives as regards the landing at Vladivostock, demanding the immediate withdrawal of the forces.

The Allies, in replying, characterised the landing as being a purely local affair due to local complications, and said that affairs would be soon settled.

RUSSIAN AFFAIRS.

RUSSIAN FLEET ORDERED TO LEAVE FINNISH WATERS.

PETROGRAD, April 9th.

In response to the Russian protest against the German landing in Finland, Germany has demanded the Russian Baltic Fleet to leave Finnish waters by the 12th instant.

The Council of Commissaries has ordered the Fleet to comply with the demand.

RUSSIAN WARSHIPS DESTROYED.

WASHINGTON, April 9th.

The State Department learns that the Russian war-ships which were blown up off Finland were destroyed after the German warships had fired upon them. Three of the former were battleships.

EARLIER CABLES.

BOLO'S APPEAL REJECTED.

PARIS, April 8th.

President Poincare has rejected Bolo's final appeal.

LATER.

EXECUTION POSTPONED.

PARIS, April 8th.

The execution of Bolo has been postponed in order to allow Bolo to make a statement which may bear upon other cases before the courts.

GERMAN PROPOSAL TO MOROCCAN TRIBES.

LONDON, April 8th.

The *Times* Correspondent at Tangier reports:—The Germans in Morocco have made proposals to Raisuli and other tribal leaders, in the event of a German victory in France, to rise in revolt and massacre the Allied subjects, declare the independence of Morocco, and nominate a pro-German Sultan.

ARMED ROBBERY AT KOWLOON.

The Police have received a report that an armed robbery took place at 137, Wuhu Street, Hunghom, on Monday night. Six men—three of them armed with revolvers, and three with daggers—entered the shop and stole $40 in notes and $10 in silver. One of the *fokis* raised an alarm by blowing a police whistle, and the robbers ran along Chatham Road in the direction of Mongkok and escaped.

THE ACME OF FRAUD.

At the beginning of the war scarcely a week passed that letters were not found on Germans, dead or alive, throwing light on the state of affairs at the Hun front. It is some time now since news has leaked out in this way. The explanation is that the Army authorities in Flanders and elsewhere discovered that such letters were deliberately concocted and parcelled out to the Huns in order to give a false impression to our intelligence officers. It seems incredible, but the proof is undeniable. Hence the few quotations from letters taken from prisoners.

COMBING-OUT IN SHANGHAI.

Official instructions have at last reached Shanghai (says the *N.-C. Daily News*) as to the lines on which military registration is to be put into force with a view to obtaining more men for service with His Majesty's forces. The purport of these instructions is very simple; only those absolutely fit to march are needed; the age limit is to be 41, on the general assumption that a man who has spent eighteen or twenty years in Asia is less constitutionally strong than one of the same age who has always lived in Europe; and finally, men are only to be taken with strict regard for the imperative need of maintaining British business interests unimpaired in the Far East. When these limitations, added to the number of men who have already gone, are considered, it is easily imagined that the available residue is small.

Before the question of applying military service to Britons in China, the authorities were confronted with only two alternatives. Either it was a case of taking everybody and letting British interests practically go to ruin. Or the selection must confine itself to those men who could genuinely be spared. And in this connexion it was necessary to consider, not only business in war time and the necessity of taking full advantage of the collapse of German commerce, but also the conditions likely to prevail after the war, when it must require a considerable time to build up again any business staff which has been cut down below its normal power. In deciding as it has done, it will generally be agreed that the Government has been wisely inspired. Even if every British subject physically fit to serve were taken from China, the total would scarcely amount to more than a battalion; and it is plain that to the Empire their value in the trenches would be considerably less than it is in China, with all the years of business experience in local conditions that they command, which cannot easily be replaced. These considerations, coupled with the Government's want of exact knowledge as to the numbers of men potentially available for military service, help to explain the delay that has occurred in giving effect to the military registration. That a decision has now been reached will be universally welcome. The suspense to every man liable for service of not knowing whether he was to go or to stay has not only been trying; it has been, from a business point of view, decidely inconvenient.

Already the work of applying the first test to the returns sent in by individuals has been begun in Shanghai. Very full returns, it may be said, have been made by all of military age. These are first being examined by the Consul-General and two representatives of the China Association and British Chamber of Commerce; after which firms will have an opportunity of putting their views here as in other ports. Finally, all difficult cases will come before a tribunal in Shanghai, presided over by Sir Everard Fraser, with whom there will be associated a military representative as well as representatives of the China Association and British Chamber of Commerce from Shanghai, Hankow and Tientsin. When the final selection has been made, those who remain will have the satisfaction of knowing that it was through no fault of theirs that they were left in the Far East, instead of standing shoulder to shoulder with their fellow-countrymen on the battlefield. And in this connexion we would venture one suggestion. Badges, we believe, are given at Home to those who have been told that they can do better work in their customary occupations than by joining the army. Might not similar badges be given in Shanghai? It is, perhaps, a small matter of pride; but some day the soldiers will be coming back again, and those who were not allowed to be amongst their number would be glad of some irreproachable evidence why they remained away.

FALLEN IN THE WAR.

The representative committee presided over by Sir Reginald Brade have completed their task of devising the most suitable form of commemorating the services of the men who have made the supreme sacrifice in the war. Long ago they gave their judgment in favour of a plaque and a scroll. The designs have now been finished, and as soon as they have received the approval of his Majesty the labour of production and distribution will be taken in hand. The plaque is described as a handsome piece of metal work, while the scroll will be of vellum and contain a lithographic copy of the man's record. These will serve as a memento of a permanent character, and will be presented to the nearest surviving relatives of all the men who have fallen in the war, no matter to what part of the Empire they have belonged.—*Daily Telegraph.*

Vulcan Trading Corporation

General Merchants
Importers and Exporters
Manufacturers' Agents

120 Broadway, New York, U. S. A.

The entire facilities of our great organization are at your disposal for the conduct of your export and import business.

Inquiries for raw and manufactured products of any country are solicited. Offers on all raw products of your country—especially Rice, Hides, Skins, Wool, Soja Beans, Raw Silk, are desired by our import department.

Liberal advances will be made on consignments.

Cable inquiries and offers will receive prompt attention. Complete replies BY CABLE will be made.

Cable Address: "Vulcan Trading, New York"

[1494

KAISER'S INDISCRETION.

A SUPPRESSED INTERVIEW.

THE WAR SCHEME TEN YEARS AGO.

During the Christmas of 1908 an issue of the *Century Magazine* was published which contained a frontispiece of the Kaiser, but with no letterpress to account for its appearance there. The fact was so curious that it attracted considerable attention at the time. The truth of the matter has long been known to a few people, but it has never actually been given to the world in anything like detail, until the recent publication in the *Herald and Journal*, of Boston, of the detailed story.

The truth is that when the German Government became aware of the impending publication of the interview, it took immediate steps to endeavour to suppress it, and employed, as an intermediary, the Ambassador in Washington, Count von Bernstorff.

When the edition had been suppressed, and the plates handed over to the Ambassador, it was found, however, that the magazine had no portrait with which to replace that of the Kaiser, and for this reason the portrait was left in the magazine with no explanation to account for its appearance there. The sheets of the story were conveyed on board a cruiser sent to the United States for the purpose, where they were finally obtained by Court von Bernstorff, but their actual fate still remains something of a mystery. One copy, however, of the magazine escaped destruction, and is still in existence, and from this copy the whole interview may yet see daylight.

The article, as published, is in part as follows:—

REEKING WITH ABUSE.

Something over nine years ago in July, 1908—Wilhelm II., then and now the German Emperor, sat on the deck of the imperial yacht *Hohenzollern*, riding at anchor off Bergen, Norway, and talked with William Bayard Hale, then a highly respected American writer of unquestioned attainments. His Majesty talked long—for two hours. He had dined well, his words came with a rush and they had a sting to them. Mr. Hale, although since classed as a German propagandist, has never been rated as a poor reporter, and when he left the yacht he reasoned that he carried with him the most momentous interview ever accorded a journalist. It was full of dynamite from start to finish. It reeked with abuse of England and King Edward: it slurred and maligned the Catholic Church in Germany and elsewhere: it denounced the Japanese and the Anglo-Japanese Alliance: it predicted the world war.

In other words, Wilhelm II., as far back as 1908, had revealed himself as the character in the *rôle* of which he now stands convicted, the world's trouble-maker. As such England and the rest of the world might have appraised him with more or less accuracy immediately the Hale interview appeared in print. But the interview did not appear. It was suppressed. The Kaiser had talked for publication, but it was suppressed nevertheless. The true story of the suppression is now presented for the first time, together with a series of incidents bearing on the suppression leading right up to the outbreak of the present war. Moreover, a fact is established that should be of prime interest to the Kaiser, to the Imperial German Chancellor and to the late German Ambassador to the United States, Count Johann von Bernstorff. It is this: One printed copy of the interview is still in this country.

AN INTERNATIONAL BOMB.

But to go back to the summer of 1908, when Mr. Hale departed from the royal yacht. Learning then with what frankness the Emperor has talked to the American writer, the German Foreign Office immediately laid plans to scotch the interview. Mr. Hale was then editor of the book review of the *New York Times*, but he was also a free-lance writer and contributor to magazines. He went to London, and there, it is said, offered his interview to a number of newspapers, notably the *Times* and the *Morning Post*. Both declined to publish it, as ill-advised and sensational. So Mr. Hale sailed for America. In New York he offered his international bomb first to the *Times*, by which he was employed and trusted. Here again the German Foreign Office had beaten him to it, for the *Times* said, "No." Frankly and openly it ruled against its publication.

Mr. Hale then turned to *The Century Magazine*, of which Richard Watson Gilder and Robert Underwood Johnson were the directing editors. They bought the article promptly, paying for it $1,000.

In its issue of November, 1908, *The Century* made this announcement:—

"Mr. William Bayard Hale of the *New York Times* staff (whose vivid account in that paper of the daily life of former President Roosevelt attracted great attention), was particularly fortunate last summer in meeting the German Emperor and hearing him discuss subjects of current interest. Mr. Hale visited the Emperor on his yacht during his vacation in Norwegian waters, and the conversation not only related to topics of current public interest, but was of the frankest and sincerest sort. An authoritative record of much that was said will appear as a feature of an early number of the *Century* and it will be found to have extraordinary interest."

PRESSURE FROM POTSDAM.

Pressure was at once brought to bear on the *Century* to stop publication. It was pointed out that publication of the interview might cause war, and, on payment of the expense to which the magazine had been put, the article, consisting of 12 pages, was expurgated from the issue, the pages lifted out and packed in 10 boxes, carried out to sea on a German cruiser, and thrown overboard. The boxes floated: they were hauled aboard and burned. The plates from which the article was printed were not destroyed or handed over to the German Embassy. Five years later they were rediscovered and, as war had already broken out, permission was sought from Count Bernstorff to publish it. This was refused, the plates were demanded and handed over. But one copy was still at large.

Now as to the newspaper paraphrases of the interview which appeared shortly after the suppression of the article by the *Century*. First to essay a synopsis was the New York *American*, which in its issue of November 20th, 1908, printed the story under a London date.

The day after the *American's* London-dated synopsis came the *World's* broadside. It purported to present the only accurate account of what the Kaiser really had said, and so stated in a brief introduction. It then continued: Summarised, the main points of the Kaiser's interview which took place on the imperial yacht *Hohenzollern* off Bergen, Norway, are as follows:—

A BITTER ANGLOPHOBE.

"That King Edward of Great Britain had been humiliating him for more than two years and that he was exasperated; that Germany was the paramount power in all Europe, and that England was trying to neutralise that power;

"That he held France in the hollow of his hand, and that Russia was of no account since the disastrous war she had waged with Japan;

"That if the Pan-European war, which had been so much talked about, was inevitable, the sooner it came the better it would be for him, because he was ready and was tired of the suspense;

"That Great Britain had been a decadent nation ever since her victory over the Orange Free State, because hers was an unrighteous, ungodly cause, and divine judgment was bound eventually to overtake the powerful nation that waged such a war;

"That the Anglo-Japanese Alliance was an iniquitous alliance against all the white races, England proving absolutely her faithlessness as a Christian nation; that Japan was honey-combing India with sedition and flooding it with spies, while professing openly to be England's friend and ally;

"That the only way to counteract this alliance was for Germany and America to act together at an early date or America would have to fight the Japanese in 10 months;

"That in the event of a great war, England would lose many of her colonies, especially those in the Pacific, and that all he would take for Germany would be Egypt, though he would liberate the Holy Land from the yoke of the infidel, presumably meaning the Sultan;

"That the perfecting of the Zeppelin dirigible balloon would give Germany a powerful advantage in war, and she was ready to make use of it to the fullest extent."

THE EAST TO BE DIVIDED.

Said the American article the day previous:—

"Here is exactly what Emperor William said on world politics to Dr. William Bayard Hale, the distinguished clergyman, traveller and writer:

"The Emperor talked to Dr. Hale for several hours. He was bitter against England, full of the 'yellow peril.' He declared England a traitor to the white man's cause. He predicted that she would ultimately lose some of her colonies, through her treaty with Japan.

"The invitation to the American fleet of battleships to visit New Zealand and Australia was intended to serve notice on England that those Colonies were with the white man, and not with the renegade mother country. The British Colonies would show by the ardour of their reception that they understood the situation.

"The Emperor declared that Japan is even now fomenting insurrection in India. The insurrection might break out within six months. Germany and the United States will, however, find a solution of the Eastern question. There is a complete understanding between Emperor William and President Roosevelt on this point. They intend to divide the East against itself by becoming recognized friends of China. Negotiations have been progressing favourably for months. A very high Chinese official, the Emperor said, would soon visit America and Germany. Terms will then be made known, guaranteeing the integrity of China and the 'open door.'

"THE YELLOW PERIL."

"Every statesman now realises, the Emperor declared, that Russia, in her great struggle with Japan, was really fighting the white man's cause—fighting it miserably. The Emperor expressed sympathy with Russia, remarking how different the result would have been if the burden of carrying the white man's standard had been placed by Providence upon his invincible battalions. If Japan be suffered now to get control of China, Europe will suffer attack. The Emperor is keeping friends with the Mohammedan world. He is even supplying them with rifles because they are devils in fight, and stand there between the East and West where they can break the first force of attack.

"Emperor William said he believed that America would be forced to fight Japan within two years. He seemed eager to talk, and poured a steady stream of criticism upon England for two hours."

Naturally the synopsis created an uproar, and the *World* fought back the tide of denial for nine days, eventually to change front and make a retraction in the following terms:—

"After a painstaking inquiry, the *World* frankly admits it finds no convincing basis for the so-called synopsis of the Hale interview with the German Emperor," and in a lengthy article which followed stated that Dr. Hale corrected the proofs himself, suggesting no changes save those in his own handwriting.

THE KAISER ON THE CARPET.

The *American* never retracted.

In conclusion, now the strangest and the most tragic, or viewed in another light, the most humorous phase of the whole affair. Both the *World* and the *American* were right. They quoted loosely to be sure, but in the high spots they had not greatly erred. Wilhelm II. did attack England, did attack the Catholic Church; in short, he said pretty much what was ascribed to him.

The whole incident caused a wide outburst of irritation throughout Germany. In the Reichstag Prince Bülow tried to deflect the storm on to his own head. The Kaiser had not a single defender. Even the leader of the Conservatives spoke of a "discontent that had been gathering for years."

Von Bülow made a speech in which he promised to prevent a recurrence of the incautiousness. He pledged himself that measures to this end should be taken "without injustice but yet without any regard for the person." The interview between the Chancellor and the Kaiser lasted for several hours, and the Kaiser made a complete surrender. The official *Reichsanzeiger* then published what amounted to a full apology to the people.

THE AWFUL PAST.

TIME WHEN WOMEN WERE NOT SEEN IN THE CITY.

Mrs. Zangwill, speaking at a Women's Freedom League meeting, said that she could remember when one could walk from Cheapside to Liverpool-street without meeting a woman.

"In 1867," she added, "the appearance of a woman in the City would have been as surprising as her appearance in a Trappist monastery. A woman reporter would have seemed as impossible as a male wet-nurse, but I understand that to-day the very printer's devil has taken on the feminine gender.

"I love to think of the women of those days, with their crinolines and ringlets, their pouts and dimples, looking up from their Berlin woolwork. They were very engaging, and it is not surprising that to the men they were always 'the darlings.' To-day we see women in oilskins and knickerbockers, and in close caps and overalls—munitioneers—engaged on a different kind of Berlin work!

"As women in khaki go by I hear men exclaim, 'The Waacs!' but never 'The darlings.' Men are, perhaps, less tender towards women, but they are more respectful. I wave an affectionate farewell to those mid-century damsels. They were 'darlings,' but we are proud of our Waacs."

A LADY'S MINISTRY.

Lady pastors are no novelty in America, but have been hitherto almost unknown in England—at least in any prominent chapel. A place so famous as the City Temple, however, was not afraid to make the innovation, and now reviews three years' feminine pastoral work with gratification.

A reception to Miss Maude Royden recently gave opportunity for expressing the congregation's appreciation of her work there, which she undertook for a definite term, and which, now that the term has ended, they hope she will continue indefinitely. Miss Royden still preaches at the City Temple once every Sunday, and arranges to meet during one evening hour each week people anxious for personal interviews.

Dr. Fort Newton said he still continued to get occasional letters from certain brethren quoting famous works of St. Paul, and was interested in those reminiscences of a time which had already passed. He believed that the developing ministry and power of women in the Church would have a great influence in bringing about a feeling of unity among the varying religious bodies.

His suggestion that Miss Royden was the pioneer in a rapidly developing movement was echoed by the other speakers—Miss Picton Turbeville, who has played such a prominent part in urging the right of women to preach, and Dr. Hudson Shore, rector of St. Botolph's, who spoke most interestingly of his year's-long association with Miss Royden in a country parish, and prophesied that within ten years women would be preaching in every church in England.

TWO YEARS AS A BOY.

When "Charles Brian Capon" was called up at Lambeth for military service on reaching the age of eighteen "he" told the recruiting officials that they could not call him up because "he" was a girl.

The sequel to this statement, which proved true, was that Ellen Harriet Capon was charged at Lambeth Police Court with masquerading in male attire. It was stated that she had dressed in man's clothes and worked in a factory since she was sixteen in order to earn more money for her family, and she even had a military protection certificate in the name of Charles Brian Capon.

It was stated at the police court that the girl's family knew what she was doing. She told the magistrate that she intended, now that her masquerade had been discovered, to work on the land, and she was remanded for a week on her own bail of £5. She has made the following statement:—

"When I was sixteen I made up my mind to it, and did it. My mother was, and is, an invalid; it was costing father a good deal to keep the family—there are five of us, and I am the eldest—and I knew I could earn more as a man than as a girl.

"I put on male clothes and went to the labour exchange and entered my name as Charles Brian Capon. I soon got work at a wire-working factory, and I was complimented on being able to use my hands. I have worked for two years as a lad, and never had any trouble."

BRITISH BATTALION'S FEAT.

To take a considerable body of men on a pitchblack night over an icy river flowing above their middles strongly enough to sweep away the less sturdy of those who slipped, may be regarded as an especially fine performance in the way of raids. After a number of successful crossings of the Piave on a smaller scale, however, this has been done by a British battalion (writes Mr. C. Ward Price).

The force that carried out the undertaking took with it machine-guns and even stretchers to bring back possible casualties. Its only help in getting over was a rope by which men who lost their footing in the stream might save themselves.

This strong reconnaissance gathered in several prisoners from the scattered little outpost trenches from which the enemy keeps watch by the river bank at night, and though fired on by machine-guns posted in houses, came back safely with very little loss.

On the return journey the men were given a march of several miles to warm them a little after their soaking in the bitterly cold stream. For a week before the raid was made those detailed for it had been rubbing themselves twice a day with camphorated oil as some precaution against the cold. It was, in fact, as trying a night's work as can well be imagined, complicated from the military point of view by the need, if strong enemy detachments were encountered, of fighting with the river immediately behind.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON, GENOA AND STRAITS.

THE Steamship

"GLENIFFER"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed AT THEIR RISK into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by 10th instant, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS, on the 10th instant, at 10 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 3rd April, 1918. [1863

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oncarrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to

E. V. D. PARR,
Superintendent.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER, 1917.

With INDEX, Price $7.50.

On Sale at the HONGKONG DAILY PRESS Office.

"ASAHI BEER."

SOLE AGENTS:
MITSU BUSSAN KAISHA,
TEL. No. 230 or 155.

THE NEW FRENCH DISCOVERY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION
A COURT FOR YOU!

CUTLER PALMER & CO.'S

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY.

SOLE AGENTS IN HONGKONG AND SOUTH CHINA.

LANE, CRAWFORD & CO.,

and from ALL WINE MERCHANTS.

[83

APIOLINE
(CHAPOTEAUT)

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, Steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris
Sold by all Chemists.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

POLITICIANS AND THE HIGHER COMMAND OF THE ARMY.

LONDON, February 18th.

The recent campaign against certain Generals angered the public, and the resignation of Sir William Robertson, Chief of the Imperial General Staff, tended to shake confidence. The first thought of "the man in the street" was that the politicians had been up to their old game of playing for their own little aims. But Sir William has now, it appears, consented to accept a Home command, which clears the situation to some extent. Perhaps such incidents are inevitable in the course of a long war, but that does not explain the Press attacks, which break out periodically, directed against Generals and others highly placed in the service of the State. Who inspires these campaigns? Also, why is it that one group of papers are permitted to publish almost anything in the nature of criticism, while some other papers have a police officer calling round next day with a warrant under the Defence of the Realm Act? One of these days the truth of these matters will come out to the astonishment of sedate British citizens.

PARTY POLITICS.

Apropos of this subject, party politicians may be seen working away at the party game, despite the gravity of the times; and occasionally appearing in public in a state of violent indignation on account of the shortcomings (mostly unproven) of this or that individual or such and such policy. Of late some of the patriots have been furious because of Mr. Lloyd George's alleged intention to direct military strategy. But there is absolutely no evidence that he desires to do anything of the kind.

Until the Allied War Council was set up at Versailles the various Higher Commands worked on their respective fronts more or less in water-tight compartments; and hence the importance of having a body like the Council in question which could closely examine strategic plans and watch developments in every theatre of war, while at the same time allowing the Army Chiefs full control of operations in the field. On the face of it this is sound, though it remains to be seen how the plan will answer under the strain and test of experience. The Prime Minister's enemies say that he wants to "run the war" under cover of the Versailles Council, though there is no evidence of this. At the same time a fine opportunity is presented to disgruntled politicians to stir up discord at Westminster.

THE KING'S SPEECH.

It may be imagined that somebody had a bad quarter of an hour as a result of the extraordinary blunder that occurred at the opening of Parliament. The King read his speech from the Throne in the House of Lords, but the following important paragraph referring to the overseas parts of the Empire was omitted:—

"I have summoned representatives of My Dominions and of My Indian Empire to a further session of the Imperial War Cabinet, in order that I may again receive their advice on questions of moment affecting the common interests of the Empire."

It was not until the faithful Commons assembled in their own House later and the speech was read by the Speaker, as usual, that the omission was rectified. "By an unfortunate and unexplained accident," an official explanation stated, the passage "dropped out of the printed version read by His Majesty." However, "All's well that ends well," as the poet said. On this occasion the practice adopted last year was continued of granting facilities to representatives of leading newspapers abroad, both Colonial and foreign, to attend the opening of Parliament by the King; and for the first time the representative of a Chinese paper was seen in the Press Gallery.

"CONSCRIPTION OF WEALTH."

"The Conscription of Wealth" has become a favourite catch-phrase with a section of the Labour Party in connection with after-the-war problems. The enormous growth of national indebtedness, and the prospect of a mountain of taxation permanently in the future, coupled with the need of huge expenditure for the reconstruction of industry later on, fills some of these gentlemen with dread. So they propose in a light-hearted manner to take away the possessions of their neighbours.

In everyday life they are sober, honest, and industrious according to their lights, and doubtless obey the Commandment, "Thou shalt not steal"; but when it is a case of taking millions in the name of the State their view is altered. "What's in a name?" the man used to plain dealing is prompted to ask; for robbery by any other name would sound as bad. Perhaps the subject might safely be dismissed as mere idle talk were it not for the fact that the advocates of conscription of wealth are in real earnest, and also because the Prime Minister and even Mr. Bonar Law, Chancellor of the Exchequer, have toyed with the idea.

The proposal is to take £400,000,000 on a graduated scale. But, as Lord Leverhulme pertinently remarked in the course of an address before the Royal Society of Arts a day or two ago, this sum cannot be collected from wealth which consists of works of art, factories, houses, railways, ships and securities, and converted into cash. Not so much as £400,000,000 would be realised in money. His views are supported by sound financial opinion when he says that our course for repayment of War Loan lies in cultivating our industries, the expansion of British shipping, trade, and commerce, and removing all obstacles to the development of the resources of the Empire at home and overseas.

"ABDUL THE DAMNED."

The papers have contained very full notices about Sultan Abdul Hamid,

(*Continued at foot of next Column.*)

ONE TO THREE.

FIGHT OF THE "MARY ROSE."

"WE'RE NOT DONE YET."

His Majesty's ship *Mary Rose* left a Norwegian port in charge of a westbound convoy of merchant ships in the afternoon of October 16th. At dawn on the 17th flashes of gunfire were sighted astern. The captain of the *Mary Rose*, Lieutenant-Commander Charles Fox, who was on the bridge at the time, remarked that he supposed it was a submarine shelling the convoy, and promptly turned his ship to investigate; all hands were called to action stations. *Mary Rose* had increased to full speed, and a short time three light cruisers were sighted coming towards them at high speed out of the morning mist. *Mary Rose* promptly challenged, and, receiving no reply, opened fire with every gun that would bear, at a range of about four miles. The German light cruisers appeared to have been nonplussed by this determined single-handed onslaught, as they did not return the fire until the range had closed to three miles.

They then opened fire, and the *Mary Rose* held gallantly on through a barrage of bursting shell, until only a mile separated her from the enemy. Up to this point the German marksmanship was poor, but as the British destroyer turned to bring her torpedo-tubes to bear, a salvo struck her, bursting in the engine-room and leaving her disabled, a log on the water. All guns, with the exception of the after one, were out of action, and their crews killed or wounded; but the after gun continued in action under the directions of Sub-Lieutenant Marsh, R.N.V.R., as long as the gun would bear. The captain came down from the wrecked bridge and passed aft, encouraging and cheering his deafened men. He stopped beside the wrecked remains of the midship gun and shouted to the survivors of its crew: "God bless my heart, lads, get her going again, we're not done yet!" The enemy were now pouring a concentrated fire into the motionless vessel. One of the boilers, struck by a shell, exploded, and through the inferno of escaping steam, smoke, and the vapour of bursting shell, came that familiar, cheery voice. "We're not done yet."

WITH COLOURS FLYING.

As the German light cruisers sped past, two able seamen (Able Seaman French and Able Seaman Bailey), who alone survived among the torpedo-tubes' crews, on their own initiative laid and fired the remaining torpedo. Able Seaman French was killed immediately, and Able Seaman Bailey badly wounded. Realising that the enemy had passed ahead, and that the 4-inch gun could no longer be brought to bear on them, the captain went below and set about destroying his cyphers. The First Lieutenant (Lieutenant Bavin), seeing one of the light cruisers returning towards them, called the gunner (Mr. Handcock), and bade him sink the ship. The captain then came on deck and gave the order "Abandon ship." All the boats had been shattered by shell-fire at their davits, but the survivors launched a Carley raft and paddled clear of the ship. The German light cruiser detailed to administer the *coup-de-grâce* then approached to within 300 yards, and poured a succession of salvoes into the already riddled hull. The *Mary Rose* sank at 7.15 a.m., with colours flying. The captain, first lieutenant, and gunner were lost with the ship, but the handful of survivors, in charge of Sub-Lieutenant J. R. D. Freeman, R.N., on the Carley raft, fell in some hours later with a lifeboat belonging to one of the ships of the convoy. Sailing and rowing, they made the Norwegian coast some forty-eight hours later, and were tended with the utmost kindness by the Norwegian authorities. All survivors unite in testifying to the cheerful courage of the senior surviving officer, Sub-Lieutenant Freeman, throughout the last phase of this ordeal. Able Seaman Bailey, who, despite severe shrapnel wounds in the leg, persisted in taking his turn at the oar, is also specially mentioned for an invincible light-heartedness throughout.

Unhappily, there is no record of what was in the mind of the captain when he made that single-handed dash in the face of such preposterous odds. The convoy which was in his charge lay ahead of him, and, as he apparently supposed, was being attacked by the gunfire of a hostile submarine. When, on rushing to the rescue, he realised that it was to meet not a submarine, but three of Germany's newest and fastest light cruisers, it is conceivable that the original intention of rescue was not supplanted in his mind by considerations of higher strategy. He held on unflinchingly, and he died, leaving to the annals of his Service an episode not less glorious than that in which Sir Richard Grenville perished.—(Admiralty Copyright.)

whose death is reported. There is a consensus of opinion that, while he was primarily responsible for the Armenian massacres which shocked the world some years ago, this crime was small by comparison with what the so-called Christian nation of Germany has done in this war. The *Times* considers that his pre-eminence in evil now belongs to the Kaiser, who has eclipsed him in that respect. Sir William Watson, it may be recalled, christened the late Sultan "Abdul the Damned," and it is interesting to reproduce the sextet in which the same writer some time later apologised for having been so moderate:—

For in a world where cruel deeds abound,
The merely damned are legion; with such souls
Is not each hollow and cranny of Tophet crammed?
Thou with the brightest of Hell's auroles
Dost shine supreme, incomparably crowned,
Immortally, beyond all mortals, damned.

I venture to think that this description anticipates the verdict of history in respect of the present Ruler of Germany.—H.B.

OUR AIR SERVICE.

RECORD OF GALLANT DEEDS.

In the House of Commons on February 22nd, Major Baird said the organisation of the Air Ministry had proceeded satisfactorily. Establishments for the services of the directorates and their staffs had been prepared, and practically all outstanding questions as regards pay and conditions of service under the new Air Service had been decided. The works and buildings department had been organised, and arrangements had been made whereby the Director-General of Lands for the War Office and the Ministry of Munitions was to perform and was now performing similar functions in respect of lands for the Air Ministry. On February 1st the organisation was sufficiently advanced to enable the Air Ministry to enter into conferences with the War Office and the Admiralty on the subject of the detailed arrangements for the transfer of the Royal Naval Air Service and the Royal Flying Corps. It was agreed that the transfer should take place gradually. Hon. members would realise that, important as it was to set up a proper working arrangement at home, the really vital matter was to secure that there should be no dislocation of any sort or kind at the front. That was what they had secured.

Under the arrangement entered into with the Admiralty and the War Office—and they had received most cordial and friendly co-operation from both those great administrations—the full responsibility for new works and buildings had been already taken over and full responsibility for the technical air matériel, administration, and for movements and for posting of individuals of the Royal Naval Air Service and the Royal Flying Corps. He hesitated to prophesy, but if things went on as they were at present, he hoped that early in the next financial year it might be possible to constitute the Air Force at home and to start the machinery going. The Air Council had taken over *en bloc* the works and lands held by the Army Council and the Admiralty respectively in connection with the Royal Flying Corps and the Royal Naval Air Service.

Describing the arrangements for securing co-operation and co-ordination with the Admiralty and the War Office, he said those Departments submitted their requirements for aircraft to the Air Ministry. The question whether a particular force should be under the Army or the Navy for administration and operation was discussed at weekly conferences, and recommendations were made at those meetings. The Air Council had the power of laying down and recommending to the War Cabinet certain aerial operations, such as bombing, and the best means of carrying out the operations were discussed. The machines were specifically earmarked for these operations. A representative Committee, presided over by Sir Watson Cheyne, had drawn up a scheme for the medical service of the Air Force, and by an arrangement with the Army and Navy it would be possible to carry into effect the system advocated by that Committee. The Administrator of the Medical Service would have direct access to the Secretary of State and the Air Force.

He could not say anything about the operations contemplated in the field. Many people were apt to judge of the success of operations in the air by the number of machines brought down. This was not unnatural. The work performed by the fighting squadrons was the work of "the cavalry of the air." It was glorious and invaluable work. They kept up a constant offensive against enemy machines in order to protect our machines from destruction. They formed a screen behind which our own other machines carried on their work, they carried out their photographic and reconnaissance work. In September last year in France 139 enemy machines were definitely ascertained to have been destroyed by our airmen. Thirteen others were destroyed by anti-aircraft, machine-gun, or artillery fire, and 122 more were shot down out of control. (Cheers.) What that meant in combats could be left to the imagination.

"THE BOY IN THE AEROPLANE."

The airman was the eyes of the infantry, the gunners, and the Staff. A heavy gun would fire at a target fifteen miles away with a precision which would be impossible but for the boy up in the air miles away from the fun, constantly exposed to attack by enemy machines and guns, and who remained there until he directed the fire of the battery on to the target to demolish it. That was work which was discharged daily and hourly at the front. In this way in one day 127 hostile batteries were successfully engaged to destruction, and on the same day twenty-eight gun-pits were destroyed, eighty damaged, and sixty explosions of ammunition caused. (Hon. Members: In one day?) Yes, in one day. On the same day thirty-four hostile batteries were successfully engaged to destruction owing to balloon observation. That was a most wonderful achievement. (Cheers.) When it was said a battery was "engaged to destruction" what was meant was that our battery was ranged on to the target so as to keep up a continuous fire until the gunners ran away or until the hostile battery was silenced—until, in fact, the boy in the aeroplane said, "You have done it in." These boys were not only the eyes of the gunners, but the life-savers of the gunners and the infantry as well, because the destruction of batteries meant so many hundred less high-explosive and gas shells bursting on our men. In the month of September last on the Western front 15,837 photographs were taken from the air. Hon. members could imagine what would be the position of the Staff which had to plan an attack without the information thus given, and the task of the infantry ordered to attack a complicated system of wire entanglements, pill-boxes, and machine-gun emplacements of which all they could see would be the first-line trenches. Bomb-dropping by day and night on military points had become one of the constant functions of the Air Force. Last September, excluding Italy, 7,886 bombs were dropped, and in the following month 5,113, the weight of the bombs dropped in the two months being 238 tons. In addition, a great deal of useful work was done by attacking troops from the air. In December 123,000 rounds were expended in this manner, and in January 200,000 rounds.

If he did not mention in detail the operations of our airmen over the sea it was solely because secrecy was more an element of success in this branch of air fighting than in any other; but he could say that the enemy had the best reason to regret the great and growing activity of our naval airmen, who were entitled to our warmest gratitude. There was nothing the German submarine commander was more anxious to shun than the British seaplane manned by the Royal Naval Air Service. (Cheers.) Their work was beyond all praise. The pilots employed as instructors were apt to be forgotten. These young men spent hour after hour in the air day after day imparting their skill to a constant stream of novices, at whose hands they frequently ran the greatest possible risk. Every one of these instructors would far rather be using his skill against the enemy. (Cheers.) He wished to say a word also as to what the flying men owed to the splendid work of the equipment officers and air mechanics. What he had said about the Western Front applied equally to all the theatres of war. Flying men were recruited from all parts of the Empire, and the comradeship of the air had spun one more strand in the invisible but unbreakable thread which united the citizens of the Empire in the defence of civilisation. (Cheers.)

PROVISION OF MACHINES.

Mr. Joynson Hicks said hardly a day passed without several people asking him if he was satisfied with the Air Service at the front, and, so far as anything short of perfection could go, he was delighted to say that he was satisfied with the enormous advance which had been made by the Air Services on the various fronts. It was a matter for regret that the production of engines had fallen short of the estimate given by the Prime Minister in July of last year. In fact, so serious was this shortage that he would suggest not only that it was necessary for the Ministry of Munitions to get more closely into touch with the manufacturers, but, in the event of a strike being threatened, for wounded men from the front to be sent round to the factories to tell the workpeople some of the consequences that resulted from delay. Then again, it was necessary to guard against constant tinkering with alterations to the machines, and to keep down the number of types of engines sent out to the front. In order to secure a crushing supremacy of the air on the Western front a demand must be made through the War Cabinet to the Ministry of Munitions to release thousands of men who could be employed in the manufacture of aeroplanes and engines. He hoped the Government were going to lead public opinion on the question of reprisals. The real object of the Germans in making raids on London was to keep a large number of British machines in this country. If our airmen were to bomb some of the large towns on the Rhine the Germans would have to keep a number of their machines at home. To lay a portion of Cologne flat would have a vast effect on the psychology and moral of the German people.

Sir W. Rutherford said he had satisfied himself as a business man of forty years' experience that if two days' cost of the war—that was, £12,000,000—were spent in increasing facilities for the manufacture of aeroplanes it would within the next three months place us in such an overwhelming position of advantage with regard to this important service, that it would help us to win this war much more quickly than we had any chance of doing, he was afraid, by any other means.

MEDICAL ASPECT OF AVIATION.

Sir W. Cheyne said the medical aspect of aviation was a most important one. The human being was constructed to live on the earth, and in the case of the aviator the degree of atmospheric pressure and the density of the air in which he moved were two very important factors. Rising to a height of 10,000ft. in a few minutes did not give the human mechanism time to adapt itself to the altered conditions, and aviators differed very much in the height to which they could go without a supply of oxygen. Almost more important than the heart and the lungs was the nervous system. On the earth the nervous system acted comparatively slowly, and was not subject to sudden and violent shocks. In the air it was acting under great strain, though not consciously on the part of the individual. The man was on an unstable instead of stable foundation. The aviator was not consciously frightened but his nervous system was frightened. Although the aviator had no feeling of fear his brain was conscious of the dangers that were surrounding it, and was getting exhausted in its efforts to overcome those dangers, and where the exhaustion came in especially was in the rapid descent to earth from a high altitude. As to vision, the aviator must have true binocular vision, and there must be rapid reaction between sight and action. There were many people going about the world who were unaware that they used only one eye. No man could be allowed to join the Air Force unless he had proper binocular vision. Much more had to be learned about the medical aspect of aviation. The study of the ailments and disablements of flying men was as much a special study as any other branch of medicine, and it was essential to have the service of men specially trained for the work. In no other way could justice be done to our flying men. (Hear, hear.)

Lieut.-Col. Sir H. Greenwood agreed that it was a positive scandal that a scientific department like the Air Service had not a scientific medical board. He protested against the turning down of the Medical Advisory Committee's report, and supported the demand for a special medical service for the aviation branch. It was cruel to send boys who had not been properly examined medically to fight trained German aviators, as was being done at present. Was it a fact that during 1917 we lost more flying-men in schools of instruction than we lost on all the fronts? He appealed for some assurance that in the immediate future everything would be done to stop this awful casualty list amongst these splendid young fellows, who lost their lives before they had a chance of meeting the enemy.

THE SOCIETY OF ST. GEORGE, HONGKONG.

WAR BOND DRAWING

3 QUESTIONS AND ANSWERS 3

QUESTION A.—How many tickets have you purchased or how many are you interested in?	ANSWER A.—99.
QUESTION B.—Is the winning number amongst them?	ANSWER B.—Of course!
QUESTION C.—If so what are you going to do with the proceeds?	ANSWER C.—Give 1/3rd to Charity and pouch the balance.

The foregoing are reasonable answers to the questions, but you may have some better ones; if so, please submit them to "War Bond Answers," Post Office Box No. 351, Hongkong, who will give judgment thereon, and sender of the best answers will receive TWO WAR BOND TICKETS AND 5 TOMBOLA SPILLS. Any number of alternative answers may be sent in, but winner will be required to produce a War Bond Ticket already purchased for each answer submitted. All alternative answers to be sent in by the 23rd of April. They may be in comic, poetic or tragic vein.

Judging of answers will be made by the St. George's Day Publicity Committee.

TICKETS are on sale at Banks, Clubs, Hotels, Leading Stores, and the Hongkong and South China War Savings Association, care of The Union Insurance Society of Canton, Ltd.

[1634

WEATHER REPORT.

April 9th, at 11.15.—No returns from Japan and Vladivostock. Pressure has decreased moderately in the vicinity of Shanghai, and increased slightly elsewhere; the depression remains over Tongking.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.08 inch. Total since 1st January, 2.25 inches, against an average of 7.39 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock ...	S. winds, moderate; cloudy rain.
Formosa Channel ...	The same as No. 1.
South Coast of China between Hongkong and Lamocks	The same as No. 1
South Coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 9th

	Previous Day at 2 p.m.	On Date at 8 a.m.	On Date at 2 p.m.
Barometer ...	29.74	29.74	29.72
Temperature ...	76	74	78
Humidity ...	87	92	84
Wind Direction ...	South	South	SW
Force ...	3	3	5
Weather ...	c	c	cq
Rain ...	0.90	—	0.10

Highest open-air Temperature on 8th 76

Lowest open-air Temperature on 9th 73

HONGKONG TIDE TABLE.

From 10th to 16th April, 1918.

Days of Week	Days Month	HIGH WATER. H'kong Mean Time.	Height	LOW WATER. H'kong Mean Time.	Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	10	m 8 20	6 1	m 2 24	1 8
		9 3 a	6 4	2 33 a	1 5
Thurs.	11	m 8 53	6 6	m 3 57	2 0
		9 35 a	6 1	3 35 a	1 0
Frl.	12	m 9 28	6 9	m 3 29	2 3
		10 49 a	5 6	4 12 a	0 7
Satur.	13	m 10 5	7 2	m 4 6	2 6
		11 48 a	5 1	4 59 a	0 7
Sun.	14	m 10 42	7 3	m 4 30	2 0
				5 48 a	0 9
Mon.	15	m 0 54	4 6	m 4 59	3 5
		m 11 21	7 1	6 43 a	1 2
Tues.	16	m 2 9	4 2	m 5 27	3 6
		0 3 a	6 8	8 0 a	1 6

CHINA COAST METEOROLOGICAL REGISTER.

9TH APRIL, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity.	Wind Direction.	Wind Force.	Weather
Vladivostock	6 a.	—	—	—	—	—	—
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.	30.07	42	66	N	2	c
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.89	46	100	E	1	c
Gutzlaff	"	29.86	50	1.0	NE	2	rf
Sharp Peak	"	29.80	58	93	—	0	rf
Amoy	"	29.84	62	98	NE	1	r
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	29.84	68	96	—	0	c
Tai-hu	"	29.84	66	—	—	0	b
Tainan	"	29.84	66	—	SE	2	b
Koshun	"	29.84	66	—	—	0	b
Pescadores	"	29.84	68	—	E	2	b
Canton	6 a.	29.89	76	90	SE	2	c
Hongkong	"	29.74	74	93	S	3	c
Gap Rock	"	29.73	—	—	SSE	4	c
Macao	"	29.85	73	82	SSE	2	c
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	29.63	72	96	ESE	4	hf
Tourane	"	29.68	82	—	SW	2	b
Cape St. James	"	29.79	75	—	SSE	2	c
Aparri	6 a.	29.84	76	91	W	2	b
Dagupan	"	—	—	—	—	—	—
Manila	"	29.81	75	85	—	0	c
Legaspi	"	29.80	77	86	ENE	1	b
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.79	77	88	NE	4	c
Surigao	"	—	—	—	—	—	—
Guam	4.20	29.74	73	—	NE	1	c
Labuan	6 a.	29.76	80	96	SW	2	b

T. E. CLAXTON, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew or wet)

7. RAIN in inches, tenths and hundredths.

SUMMER VACATION TRIPS
— TO —
BRITISH COLUMBIA
AND THE BEAUTIFUL
CANADIAN ROCKIES
AN IDEAL CLIMATE AND THE
GRANDEST SCENERY IN THE WORLD
Golfing—Automobiling—Boating—Fishing—Shooting—Mountain Climbing—and Bathing —all within short Distance of Comfortable Hotels and Private Homes.

Regular Sailings to Vancouver on or about

"EMPRESS OF ASIA"	11th April.	"EMPRESS OF RUSSIA"	4th July.
"EMPRESS OF RUSSIA"	9th May.	"EMPRESS OF JAPAN"	17th July.
"EMPRESS OF JAPAN"	22nd May.	"EMPRESS OF ASIA"	1st Aug.
"EMPRESS OF ASIA"	6th June.	"EMPRESS OF RUSSIA"	29th Aug.
"MONTEAGLE"	—	"MONTEAGLE"	—

CANADIAN PACIFIC
OCEAN SERVICES — LIMITED

For particulars regarding passage fares, sailings and reservation of accommodation, also itineraries of trips and descriptive literature apply to—
F. D. SUTHERLAND,
General Agent, Passenger Dept.
Phone 751.

For freight rates and through bills of lading via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and United States also to Europe and West Indies, apply to—
J. H. O'ALLACE,
Phone 42. General Agent.
HONGKONG. [1467

P. & O. S. N. CO.
ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

SHANGHAI MOJI & KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID and MARSEILLES.

SHANGHAI, MOJI, KOBE and YOKOHAMA.

LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the-world and through tickets to New York, at Special Rates

For PASSAGE RATES, HAND-BOOKS FREIGHTS, DATES OF SAILING, ETC., apply to

E. V. D. PARR,
P. & O. S. N. Co! Superintendent.

INDO-CHINA S. NAV. CO., LTD.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Friday, 12th April., D'light.
MANILA	"YUENSANG"	Friday, 12th April, 3 p.m.
MANILA	"LOONGSANG"	Fri., 19th April, 3 p.m.
SANDAKAN	"MAUSANG"	Saturday, 20th April, noon.

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta Calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.
These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.
This line is temporarily disorganized owing to the war. Particulars on application.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.
Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.
MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photograph and description affixed thereto.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Telephone No. 315. General Managers [6

R.M.S.P.
THE ROYAL MAIL STEAM PACKET CO.
OWNERS OF THE "SHIRE" LINE OF STEAMERS.
FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS,
Please Apply to
JARDINE, MATHESON & CO., LTD.,
Telephone No. 315, Sub. Ex 10. Agents. 25

THOS. COOK & SON.
TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.
OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
BAGGAGE collected, forwarded and insured at lowest rates.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.
Telegraphic address "COUPON." THOS. COOK & SON,
Telephone No. 324. Hongkong Hotel Buildings, corner of Pedder Street and Des Voeux Road, HONGKONG,
Also SHANGHAI, PEKING YOKOHAMA, MANILA.
Chief Office:—LUDGATE CIRCUS, LONDON E.C.
699]

JAVA-CHINA-JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN,
York Building, 1st Floor. Telephone No. 1574.

JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.
MONTHLY SERVICE BETWEEN
NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI.
Subject to Change Without Notice.

The Steamers have accommodation for a mited number of Saloon Passengers and carry a duly qualifiedsurgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN,
York Building Managing Agents [62

"NEDERLAND" ROYAL MAIL LINE
(STOOMVAART MAATSCHAPPY "NEDERLAND")
"ROTTERDAM LLOYD" ROYAL MAIL LINE
STOOMVAART MAATSCHAPPY "ROTTERDAMSCHE LLOYD"
JOINT SERVICE
Between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO

Next Sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU

These Superior Passenger Steamers have accommodation for First and Second Class Saloon Passengers.

For further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Agents.
352] JAVA PACIFIC MAIL SERVICE.

Shipbuilders, Engineers, Boilermakers, Electrical and Mechanical Engineers.
Graving Dock 1911, 1st qtr. by 44ft. 6in.
Patent Slipways taking vessels up to 1,000 tons.
Electric Cranes lifting up to 100 tons.

SHIPS
ENGINES
TAIKOO DOCK
BOILERS
MOTORS.

Agents for John L. Thornycroft & Co., Ltd., Marine and Road Motors, Light Draft Launches, Speedy Launches, Harbour Craft, Houseboats and pleasure craft of every description.

The Taikoo Dockyard and Engineering Co., of Hongkong, Ltd.—Butterfield & Swire, Hongkong, China and Japan, Agents, Telegraphic Address: "TAIKOODOCK." Telephone 311.

183

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
PRIVATE RESIDENCES AT THE OUTPORTS,
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
Is given in the
HONGKONG WEEKLY PRESS
with which is incorporated THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, $12 per annum. Postage $2 to any part of

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr & Mrs H. Allan
Miss A. G. Anderson
Mr D. Abraham
Mr Geo. S. Aitchbutt
Miss Ballister
Mrs W. Sharp Bardaism
Mr F. C. Brandon
Mr J. H. Baring
Mr H. A. Baxter
Mr L. Beckingsale
Mrs E. R. Bellios
Mr L. C. Berthier
Mr & Mrs C. Beswick
Mr R. J. Birbeck
Mr J. D. Birrell
Mr C. O. Bohanan
Mr R. P. Bolt
Mr & Mrs A. L. Bonet
Mr L. Boyd
Mrs Brand
Capt & Mrs Branch
Mr J. A. H. Brown
Miss H. D. Brown
Mrs C. Broen
Capt J. R. de Brouwers
Mr W. G. Browell
Miss R. Brown
Ms N. Burns
Dr H. K. J. vanden Bussche
Mr L. A. Calderon
Mr R. V. Cameron
Mr C. Campbell
Mr D. Candel
Mrs Carton
Mr W. E. Clarke
Capt J. Claasen
Mr J. C. Cosso
Mrs R. R. Plunkett-Cole
Mr J. D. Courtney
Mr J. W. Cranston
Mr H. Cuchtrosset
Mr L. Darles
Mr I. Danitnbergso
Mr O. Davidson
Mrs F. E. Davis
Mr J. Dewar
Mr J. Donaldson
Mr W. G. Drost
Mr & Mrs Clarkson Dye
Mr L. Dyson
Miss E. Esmalt
Mr W. H. Evans
Capt J. van Ewijk
Mr C. L. Fife
Mrs H. Fisher
Mr M. C. Fowler
Mr H. R. Franz
Miss E. G. Fuller
Mr T. Fushikawa
Mr M. Ganjolo
Mr E. A. Gardiner
Mr J. J. de Gast
Mr Gesreand
Mr F. E. Glazebrook
Miss Glazebrook
Mrs S. Gossler
Mr & Mrs L. Gray
Miss D. Grimble
Miss V. Grimble
Mr & Mrs Geo. Grimble
Mr W. F. Guthrie
Capt T. P. Hall
Mr & Mrs Robt Hall
Mr F. A. Hallabough
Mr & Mrs W. A. Hannibal
Mr G. Harper
Capt A. Harris
Mr A. Hashim
Mr John Hatfield
Mr T. Hirota
Mr H. E. Hewcock
Mr & Mrs P. C. van Henkelom and 2 children
Mr A. Hesse
Mrs A. F. Hodgins
Mr & Mrs Paul Hodgson
Mr J. C. Holmes
Mr L. Hope
Mr W. E. Hoogewerff
Mr P. Hoogenstein
Mr A. Shelton Hooper
Mr T. A. Hoyt
Mrs B. C. Howard
Capt & Mrs R. Inner
Mr J. A. J. Jitta
Mrs M. Jolley
Mr F. M. Joseph
Mr W. Katz
Mr P. Hart Kamp
Mr W. Kitaeff
Mr J. Kuyper
Capt Lamboh
Mr B. Lathrop
Capt T. L. Larsen
Mr A. H. Lay
Mr & Mrs J. J. Leleia
Mr & Mrs J. Lennox
Mr Colborne Little
Mr S. Longfield
Mr G. Ludin
Mr E. J. Marshall
Mr G. M. Malcolm
Mr A. MacCulloch
Mr G. H. May
Mr H. E. Maslin
Major & Mrs D. Macdonald
Maj & Mrs C. M. Manners
Dr G. W. MacKean
Dr & Mrs O. Marriott
Mr C. M. McInnes
Mr D. D'L. McGrew
Mr J. Mereski
Mr Meyeringh
Mr & Mrs J. S. Wardlaw Milne
Mr G. Moule
Mr N. Nagakura
Mr & Mrs F. N. Nason
Miss Nason
Mr & Mrs W. P. Neeson
Mr M. R. Nicholson
Mr J. S. Nicolson
Mr G. Noble
Miss M. S. Oly
Mr & Mrs H. E. Page
Mr H. F. Pelton
Mr & Mrs Peterkin
Mr J. L. Plummer
Capt E. J. Pottinger
Mrs S. Pritchard and 2 children
Mr A. L. Rae
Mr G. T. Ramsey
Mr L. H. Ray
Miss F. Reay
Mr & Mrs Reel
Mr J. Reichelman
Mr D. Reichelman
Mr M. Rishwood
Mr F. L. Robbins
Mrs Rowe
Miss Rowe
Mr R. Salle
Mr M. Ph. Schaeffer
Mr J. H. Scott
Miss K. Sewall
Mr C. E. Seybt
Miss Shlafer
Mrs H. Sheehan
Mr R. D. Sheldon
Mr & Mrs D. N. Singh
Mr & Mrs S. Shelley
Mr & Mrs D. N. Singh
Mr R. S. F. Simson
Mrs M. Slade
Mrs W. H. Sparke
Mr J. Stalker
Mr & Mrs J. S. Stanley and child
Mr A. W. van de Star
Mr N. Stolts
Mr A. L. Stinville
Maj. J. E. H. Stevenot
Capt L. Stunt
Mr W. F. Stratton
Mr Takagakai
Mr J. H. Taylor
Mr H. C. Taylor
Mr G. F. Teis
Mr C. P. Templeton
Mr P. Thomsen
Mrs R. K. Thompson
Dr J. F. Thyssen
Mr J. Tipple
Dr H. B. Tuentzer
Mr W. Vantienan
Mr & Mrs N. Visser
Mr Thos. Vint
Mr W. J. van Wagtendonk
Mr & Mrs J. P. Ward
Mrs J. Watson
Mr & Mrs R. W. Weymouth
Mrs A. T. White
Miss White
Mr E. G. Whittaker
Mr P. P. Waitham
Mr C. E. Wilson
Mr & Mrs S. T. Williamson
Mr E. S. Winters
Mr G. G. Wood
Mr & Mrs B. Wylie
Mrs L. A. Wyman
Miss N. Wynnel
Mr T. K. Yamachi
Mr & Mrs C. H. Zeininger

PEAK HOTEL.

Mr & Mrs F. B. J. Adams
Mrs E. V. Aitrer
Mr C. Bakker
Mr & Mrs D. K. Blair
Mr J. Bos-o
Mr E. Bradden
Mr & Mrs O. T. Breakspear
Mr & Mrs A. T. Carter
Mr & Mrs R. W. Cary
Mr & Mrs H. A. Cartwright
Mr & Mrs E. J. Chapman
Mr & Mrs W. H. Cooke
Mrs J. B. Cormack
Mr A. C. Davis
Capt & Mrs Douglas
Mr P. C. Drijfhout
Mr L. Dyson
Mr W. Eichelberg
Mr S. Evans
Mr Danman Fuller
Mr & Mrs A. D. Galloway
Dr A. Gibson
Miss F. M. Graham
Mr & Mrs C. Fraser
Mr & Mrs B. A. Hale
Mr Alex. M. Hall
Mr J. C. Henderson
Mr & Mrs D. Jessula
Mr F. B. Johnson
Mr J. H. Judson
Mr & Mrs R. C. M. Kinderaley
Mr F. O. Klein
Mr H. A. Kramer
Mrs Litt
Mr & Mrs Geo. Lammert
Mr R. A. Lawson
Mr & Mrs W. L. Leask
Mrs H. F. Linton and child
Mr O. Lemos
Mr & Mrs C. H. Locier
Mr A. MacCulloch
Capt & Mrs H. M. C. Macaulay R.A.M.C.
Mrs Main
Miss Main
Mrs K. Matthiasen
Mr B. F. Mantingley
Mr Alexander McLure
Mrs Moore
Mr G. T. Moule
Mr V. Myer
Mr A. C. Newburger
Mr & Mrs F. G. Nightingale
Miss Mary Parish
Mr T. L. Perkins
Mr G. Peterkin
Mrs J. V. Ranieres
Mr & Mrs F. E. Ranger
Mr W. E. Roberts
Mr & Mrs A. W. R. Robertson
Mr K. M. Ross
Mrs Salvesen
Miss G. Sanderson
Mr W. Schaap
Miss Skinner
Mr & Mrs V. Findlay Smith
Mr & Mrs A. Findlay Smith
Mr E. V. Smith
Mr Soomes
Mr & Mrs A. N. Thomas
Mr & Mrs G. Turner
Mr G. Vermeulen
Lt.-Col. John Ward, C.M.G., M.P.
Mr K. Watson
Mr & Mrs G. E. Wetton
Mr L. Weenig
Col. J. R. Young

KING EDWARD HOTEL.

Mrs R. Almond
Dr & Mrs Asger and son
Mr G. Bannerman
Mr T. Bowern
Mr W. Budge
Mr & Mrs T. S. Cheng
Mr & Mrs Course
Mrs T. B. Culhane
Mrs Cumming
Mr Chester Fitts
Mr P. W. Goldring
Mr & Mrs Gregory
Mrs Guthrie and child
Mr & Mrs Hammes and children
Mr G. R. Haywood
Mr A. W. T. Hoy
Mr & Mrs Wm. Jackson
Mr B. James
Mr J. Joseph
Mrs L. Kilbee and child
Mr P. B. Kincaid
Mrs B. Leggo
Mrs McAinsh
Mrs McGee
Mr H. M. McTavish
Mr W. Morley
Mr A. Morton
Mrs W. C. Passmore
Mr & Mrs C. E. Richardson
Mr E. M. Sleigh
Mr & Mrs Starkey and children
Mrs Stubbings and daughter
Mr & Mrs Underwood
Mr & Mrs J. W. White
Mr & Mrs Withy

NOW READY.

THE DIRECTORY AND CHRONICLE 1918.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-SIXTH ANNUAL ISSUE.

THE DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, etc., etc.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Containing nearly 2,000 pages, $11.00. Directory only, pp. 1,400, $7.00.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial Centres.

The ALPHABETICAL LIST of RESIDENTS in the Far East contains the names of over 20,000 FOREIGNERS,

arranged, with the Initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent Firms in Great Britain and are annually corrected and brought up to date.

They have not yet arrived from England, but can be obtained on application at the end of the month.

The CHRONICLE covers the notable events together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY though condensed in every possible manner contains every year more pages and now numbers nearly 2,000.

It is published at the Office of the "HONGKONG DAILY PRESS."

The Directories and Descriptions are of:—

CHINA.

Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitsaiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Samshui.
Antung.	Hankow.	Kongmoon.
Manchurian Trade Orders.	Yochow.	Pakhoi.
	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchauwan.
Dairen.	Chungking.	Hoihow.
Port Arthur.	Hangchow.	Lungchow.
Chefoo.	Ningpo.	Mengtse.
Weihaiwei.	Wenchow.	Hokow.
Tsinanfu.	Santu.	Szemao.
Mukden.	Foochow.	Tengyueh.
Shanghai.	Amoy.	Changchun.
Harbin.	Kirin.	Hunchun.
Swatow.	Lungkow.	
Lungchingchun.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Moji.	Taipanfu.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate.	Anping.
Shimonoseki.	Tamsui.	

EASTERN SIBERIA.

Vladivostock. Nicolojevsk.

CHOSEN.

Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Chinnampo.
Kunsan.	Pingyang.	Songchin.

HONGKONG AND ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Hanoi.	Annam.	Tourane.
Haiphong.	Hué.	Saigon.
Tonkin Provinces.	Quinhon.	Cambodge.

PHILIPPINES.

Manila. Iloilo. Cebu.

BORNEO.

Sarawak. Labuan.
Brunei. British North Borneo.

BANGKOK.

MALAY STATES.

Perak.	Selangor.	Pahang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.

Singapore, Penang, Malacca, Prov. Wellesley.

STRAITS SETTLEMENTS.

NETHERLANDS INDIA.

Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.

East Coast of Sumatra.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

17

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

or to Reiss & Co., Canton.

63

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINKIANG"	On 11th Apr., 3 P.M.
SHANGHAI	"SUNGKIANG"	On 13th Apr., 3 P.M.
TIENTSIN	"KUEICHOW"	On 18th Apr., Noon.

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Amidships Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans ...	SUNDAY,	14th Apr., at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon

For Freight or Passage apply to DAVID SASSOON & CO., LTD.,
Agents.

M

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1917	Due at London 1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company

INTERMEDIATE STEAMERS
(Non-Transhipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS.	Leave H'KONG. about	Leave S'PORE about	Due at M'SEILLES. if calling about	Due LONDON about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR.
Superintendent.

22

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT		SAILING DATES	
		tons		
SHANGHAI, KOBE & YOKOHAMA ...	† KAGA MARU	12,500	SAT. 13th April	11 A.M.
	† HIRANO MARU	16,000	THURS. 25th April	11 A.M.
NAGASAKI, KOBE & YOKOHAMA ...	† AKI MARU	12,500	SAT. 20th April	11 A.M.
	† TANGO MARU	13,500	SAT. 18th May	11 A.M.
SHANGHAI, MOJI & KOBE	§ BOMBAY MARU	8,000	TUES. 23rd April.	
	§ CEYLON MARU	10,000	MON. 29th April.	

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN ... ...
MELBOURNE VIA MANILA, ZAMBOANGA, THURS. IS., TOWNSVILLE, BRISBANE & SYDNEY ... ...
NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL ... ...
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO ...
CALCUTTA VIA SINGAPORE, PENANG & RANGOON
For dates of sailing apply at the Company's Office.

§ Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE
VIA
MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,050 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† KATORI MARU ... ... SAT., 20th April, at 11 A.M.
‡ † SUWA MARU ... ... WED., 15th May, at 11 A.M.

‡ Omitting Manila Eastbound.

For further information apply to
NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone 232 and 233

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

(Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons		Leave Hongkong
SHINYO MARU	22,000	...	SAT., 27th Apr.
SIBERIA MARU	18,000	...	SAT., 8th June.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,200 "
NIPPON MARU	11,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER,
King's Building.

TELEPHONES 2274 and 2275.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

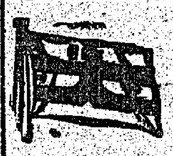
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to
P. THOMAR, Agent,
Queen's Building.

TELEPHONE 740.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. (TRANS PACIFIC). FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA:

"MANILA MARU"	MONDAY,	29th Apr., at 3 P.M.
"CHICAGO MARU"	MONDAY,	6th May at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly services between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintains cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy

"SOSHU MARU"	THURSDAY,	11th Apr., at 8 A.M.	
"KAIJO MARU"	SUNDAY,	14th Apr., at 10 A.M.	
"JOSHIN MARU"	MONDAY,	15th Apr., at 9 A.M.	

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.
For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos 744 and 745. 49

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS
S.S. "CHINA"
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO:
APRIL 10, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Genl Ins and Passenger Agents,
Prince's Buildings, Les Nouvelles Street.

POST OFFICE NOTICE

OUTWARD MAILS.

REGISTERED and PARCEL MAILS close 15 minutes earlier than the time given below unless otherwise stated.

For	Per	Date
Saigon		Wednesday, 10th, 9.00 A M
Straits, Ceylon, Lourenco Marques, Cape Town and *Europe		Wednesday, 10th, 10.00 A M
Batavia, Samarang, Sourabaya and Port Moresby		Wednesday, 10th, 11.00 A M
Honolulu		Wednesday, 10th, Registration 10.45 A M, Letters 11.30 A M
Swatow, Amoy, Formosa via Takao & Anping		Thursday, 11th, 7.00 A M
Saigon		Thursday, 11th, 9.00 A M
Fort Bayard, Hoihow and Haiphong		Thursday, 11th, 9.00 A M
Shanghai, North China, Japan via Nagasaki, Canada United States, Central and South America and EUROPE via CANADA. The Parcel Mail will be closed on Wed'day, 10th April at 5 p.m.		Thursday, 11th, Registration 9.45 A M, Letters 10.30 A M
Shanghai and North China		Thursday, 11th, 2.00 P M
Straits and India via Calcutta		Friday, 12th, 11.00 A M
Philippine Islands		Friday, 12th, 2.00 P M
Japan via Kobe		Saturday, 13th, 11.00 A M
Shanghai and North China		Saturday, 13th 2.00 P M

COMMERCIAL

CLOSING QUOTATIONS.

	April 9th.
LONDON.—	
Telegraphic Transfer	2/-⅛
Bank Bills, on demand	2/-⅛
Bank Bills, at 30 days' sight	2/-⅛
Bank Bills, at 4 months' sight	2/11⅞
Credits, at 4 months' sight	2/12
Documentary Bills 4 months' sight	2/11⅝
ON PARIS—	
Bank Bills, on demand	415
Credits, at 4 months' sight	429½
ON NEW YORK.—	
Bank Bills, on demand	72⅜
Credits, at 60 days' sight	—
ON BOMBAY.—	
Telegraphic Transfer	—
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	—
Bank bills, on demand	nom.
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	139
ON MANILA.—On demand—Pesos	145
ON SINGAPORE.—On demand	130⅜
ON BATAVIA.—On demand	159½
ON HAIPHONG.—On demand	½% p.m.
ON SAIGON.—On demand	½% p.m.
ON BANGKOK.—On demand	50½
SOVEREIGNS, Bank's Buying Rate	$5.50
GOLD LEAF, 100 fine, per tael	$42.20
BAR SILVER per oz.	45⅛d.

Subsidiary Coins	per cent.
Hongkong ...20 cents, pieces	$0.00 Premium
Hongkong ...10 „	$0.04 Discount
Canton .....20 „	$7.56 „
Canton .....10 „	$0.00 „

FORTHCOMING EVENTS.

TO-MORROW.

5.15 p.m.—Hongkong Lawn Tennis League, Annual General Meeting in the Hongkong Cricket Club Pavilion.

Saturday, 13th April:—
Marathon Race.
Tuesday, 23rd April:—
St. George's Day.

VISITORS TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE $1.75
On Sale at:—
Hongkong: "DAILY PRESS" Office.
„ Messrs. KELLY & WALSH, Ltd.
„ Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

SHARE LIST.—QUOTATIONS.

HONGKONG, 9TH APRIL 1918.

Stocks.	Paid up Value.	Official Quotation 10.30 A.M.	Closing Quotation	Last Dividend.
BANKS.—				
Hongkong and Shanghai	$125	$590, sales		£3 3/- for ½ year ending 31.12.17
INSURANCES.—				
Canton	$50	$320, buyers		$25 for 1915
China Fires	$20	$183, buy.		$9 for 1915
Hongkong Fires	$50	$303, buyers		$27 for 1916
North Chinas	£5	T. 120, buy.		30% for 1916
Unions	$100	$300, sales		$60 for 1915
Yangtszes	$60	$217½, buy.		$21 for 1915
GRIPPING—				
Douglas S.S. Co.	$50	$74		$10 for year ending 30.6.17
		$23 sales		50 cents for 1917
Canton Steamboats	$15	$22½, buyers		
Indo-China Pref.	£5	$32½, buyers		3/- int. account 1917
Do. Def.	£5	$15½, sellers		6/- int. account 1917
Star Ferry Co.	$10	$28, sellers		$2.10 for year ending 30.4.17
REFINERIES.—				
China Sugars	$100	380, buyers		$12 for 1916
Malabon Sugars	P30	$29½		Ps. 6 for 1917
DOCKS, WHARVES AND GODOWNS.—				
Kowloon Wharf Co.	$50	$85		$6 and bonus of $4 for 1917
H. and W. Dock Co.	$50	$123		$5 and bonus of $7 for 1917
Shanghai Docks	Tls. 100	T. 107, buy.		Tls. 9 for year ending 30.4.17
LANDS, HOTELS AND BUILDINGS.—				
Central Estates	$100	$90		$7 for 1917
Hongkong Hotels	$50	$37½, buyers		$3 for ½ year 31.12.17
Hongkong Lands	$100	$85, sales		$3½ making $7 for 1917
Hongkong Land Reclamation	$75	$110		$5.25 for 1917
Humphreys Estates	$10	$5⅜, buyers		50 cents for 1917
Kowloon Lands	$30	$27½		$2½ for 1917
West Points	$50	$78		$3 making $6 for 1917
OILS.—				
Langkats	G10	Ts. 16¾, buy.		T. 1 for year ending 31.10.16
Shells	£1	120/-, s. & b.		2/- int. account 1917
Ural Caspians	£1	20/-		9% for 1915/16
MINING.—				
Kailans	£1	40/-, buyers		1/- int. act. year ending 30.6.17
Raubs	£1	$2.85, sel.		None since 1910
Trooh	£1	32/-, buy.		2/- int. account 1917
COTTON MILLS.—				
Ewo	Tls. 50	T. 178, buy.		T. 20 for year ending 31.10.17
Kung Yik	Tls. 10	T. 16¾, s.&b.		T. 2 for year ending 30.11.17
Oriental C. S. Co., Ltd.	Tls. 50	T. 45½		Tls. 6 for 1913
Shanghai	Tls. 50	T. 140		Tls. 6 for year ending 30.6.17
Yangtszepoo	Tls. 5	T. 9.30, buy		7% on Pref. Shares for 1917
MISCELLANEOUS.—				
China Borneo	$12	$9-		60 cents for 1916
China Lights	$5	$4.10, buy.		None since 1918
China Providents	$10	$7.10, buy.		70 cents for 1917
Dairy Farms	$7½	$29		$2 for year ending 31.7.17
		$6.60, sales		60 cents for 1917
Green Island Cement	$7½			$3 for year ending 28.7.17
Hongkong Electrics	$10	$49, buyers		$11 for 1917
Hongkong Ices	$25	$215, buy.		$3 for 1917
Hongkong Ropes	$10	$26½, sellers		
Hongkong Steels	$10	$10		$1 for year ending 31.5.17
		$26.20, sel.		6% int. account 1917
Hongkong Trams	5/-	$6, buyers		7% for year ending do. 30.4.17
Peak Trams Old	$10	$8, sellers		35 cents for year ending 31.5.17
Do. New	$1	$0.80, sel.		12½% for 1917
Steam Laundries	$5	$4, sellers		70 cents for 1917
Union Waterboats	$7	$11		None since 1914
Watson & Co.	$10	$5½, buyers		
Wm. Powell, Limited	$7	$8, buyers		

Rubbers. (Singapore Currency).	Paid up Value.	Year Ends.	Latest Quotation.	Dividend for Last Year.	Int. Div. to Date.
Ayer Panas	$5	Jan.	$8.00	25 p. c.	—
Glenealy	$1	Oct.	$2.20	25 p. c.	—
Kedaha	$1	April	$3.90	55 p. c.	20 p. c.
Kampas	$3	June	$7.75	40 p. c.	—
Malaka Pinda	$1	Aug.	$2.30	33 p. c.	—
Malakoff	$3	Dec.	$4.30	30 p. c.	—
New Serendah	$2	Dec.	$4.40	27½ p. c.	—
Pajams	$5	Sept	$12.50	5⅝ p. c.	—
Sandycroft	$2	Jan.	$3.75	30 p. c.	12½ p. c.
Tapah	$10	Dec.	$15.00	35 p. c.	10 p. c.
Plantation Rubber in London			3/5		

VERNON & SMYTH. Share Brokers.

BARRIBAL GIRL OIL PAINTINGS FREE.

For a limited time only anyone returning 5 empty "Commander" cigarette tins to the WESTMINSTER TOBACCO CO., LTD., 18, Bank Buildings, Hongkong, will receive free of all cost one of the famous Barribal Girl paintings reproduced in Oils, Stretched on Canvas and Mounted on a Wooden frame.

BRITISH-AMERICAN TOBACCO CO., LIMITED.

AGENTS FOR

WESTMINSTER TOBACCO CO., LIMITED.

LONDON.

"Commander" Super-size Cigarettes are stocked by all High Class Tobacconists.

This advertisement is issued by Westminster Tobacco Co., Ltd. [1469

OFFICE—14 DES VŒUX ROAD. 'Phone—358.

WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

Now the warm weather is approaching, we wish to bring to your notice the advisability of having your fans cleaned and oiled.

All work entrusted to us will receive prompt personal attention. A large stock of fans and lectrical goods always on hand and competent workmen can be sent to any address.

ATOMISERS IN STOCK OR MADE TO ORDER.

BANKS

BANQUE INDUSTRIELLE DE CHINE.

CAPITAL (½ Paid up) ... ... Francs 41,000,000
(1/3 of the Capital subscribed by the Government of the Chinese Republic).

Chairman of the Board of Directors } André Berthelot,
General Manager } A. J. Perrotte.

HEAD OFFICE:
74, Rue Saint Lazare, PARIS.

BRANCHES:
PEKING, SHANGHAI, TIENTSIN, HONGKONG, SAIGON.

BANKERS:
In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.
In LONDON: London County & Westminster Bank, Ltd.
In NEW YORK: Redmond & Co.

Telegraphic Address: CHIBANKIND.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNEL,
Manager.
HONGKONG BRANCH,
Queen's Buildings
5, Chater Road. Tel No. 2353.
Hongkong, 14th May, 1917. [1470

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 2½ per cent. per annum
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital £1,200,000
Reserve Fund £1,200,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

T. C. DOWNING,
Manager
Hongkong, 8th May 1917 [1469

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling
£1,500,000, at 2/— $15,000,000
Silver $19,500,000
$34,500,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS:
Hon. Mr. P. H. HOLYOAK—Chairman.
G. T. M. ELKINS, Esq.—Deputy Chairman.
F. C Butcher, Esq. | E. V. D. Parr, Esq.
S. H. Dodwell, Esq. | W. L. Pattenden, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.
Hon. Mr. D. Landale.

CHIEF MANAGER:
Hongkong—N. J. STABB, Esq.

MANAGER:
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
„ 6 „ 3 „ „
„ 12 „ 4 „ „
N. J. STABB,
Chief Manager.
Hongkong, 6th March, 1918. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London

Authorised Capital	... ...	£1,500,000
Subscribed	„	1,125,000
Paid-up	„	562,500
Reserve Fund	„	800,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT STOCK BANK, LIMITED

BRANCHES:
Bombay, Galle, Karachi, Penang, Calcutta, Hongkong, Kota Bhara, Rangoon, Colombo, Howrah, KualaLumpur, Shanghai, Delhi, Kandy, Madras, Singapore, Port Louis (Mauritius).

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
C. CHAMPKIN,
Acting Manager.
No. 7, Queen's Road Central.
Hongkong, 26th May, 1916. [887

BANKS

THE BANK OF TAIWAN, LIMITED. (TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	... ... Yen 20,000,000
Capital Paid-up	... ... „ 20,000,000
Reserve Funds	... ... „ 5,689,000

HEAD OFFICE:
TAIPEH, FORMOSA

BRANCHES:
JAPAN—KOBE, OSAKA, TOKYO & YOKOHAMA.
FORMOSA—AKO, GIRAN, KAGI, KARENKEI, KEELUNG, MAKUNG, PINAN, SHINCHIKU, TAICHU, TAIWAN, TAKOW, TANSUI.
CHINA—AMOY, CANTON, FOOCHOW, HANKOW, KIUKIANG, SHANGHAI, SWATOW.
OTHERS—BATAVIA, BOMBAY, HONGKONG, LONDON, SINGAPORE, SOMBARAIA, SEMARANG AND NEW YORK.

LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.

The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo China, India, Philippine Islands, Java, Australia, America, and elsewhere.
Interest allowed on Current Account, Fixed Deposits, and Savings Deposits at rates which will be quoted on application.

N. YANAGITA,
Manager.
HONGKONG BRANCH,
8, Des Vœux Road.
Hongkong, 2nd April, 1918. [690

THE BANK OF CHINA GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1912.)

Authorised Capital	... ... $20,000,000
Paid-up Capital	... ... $10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES.
SHANGHAI; NANKING; Chinkiang, Yangchow, Wuhu, Wuhu, Anking, Tatung, Tsiukiangpo, Soochow. HANKOW; Shasi, Ichang, Nanchang. TIENTSIN; Paotingfu, Tongshan, Luanhsien Tsunghsien, Hsingtai. HANGCHOW, Weichow, Shaohsin, Chuhsien, Lanchi, Hwahow, Ningpo. KAIFENG; Changteh, Shuyang, Loho, Chowkou. TAIYUAN; Chowtsun, Tunhsien, Linshi, Linfeng, Tsinan, Yihsien, Hsiaoyi, Chefoo, Tsingtao. TAIYUAN, Yuanchang, FOOCHOW, CHANGCHUN, Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chingchow, Antung, CANTON, KUNMING, PEKING, Kuchia Baiyunshang; etc., etc.

CANTON BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted, loans granted on approved securities. Special facilities for Home Remittance.
Hongkong 12th October, 1914. [1169

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, LTD. at 10A, Des Vœux Road Central, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.